

# **APPENDIX F**

## **Station Area Advisory Committee Materials**

### **Special Meetings for the I-70 Park-and-Ride Station**

**December 12, 2011**



## **Special Meeting of the Red Line SAAC's: In the Vicinity of I-70**

**St. William of York Catholic Church  
Parish Hall**

**December 12, 2011**



## **Welcome!**

- **Members from the following SAAC's:**
  - Social Security Administration
  - I-70 Park-and-Ride
  - Edmondson Village Shopping Center
  - Allendale





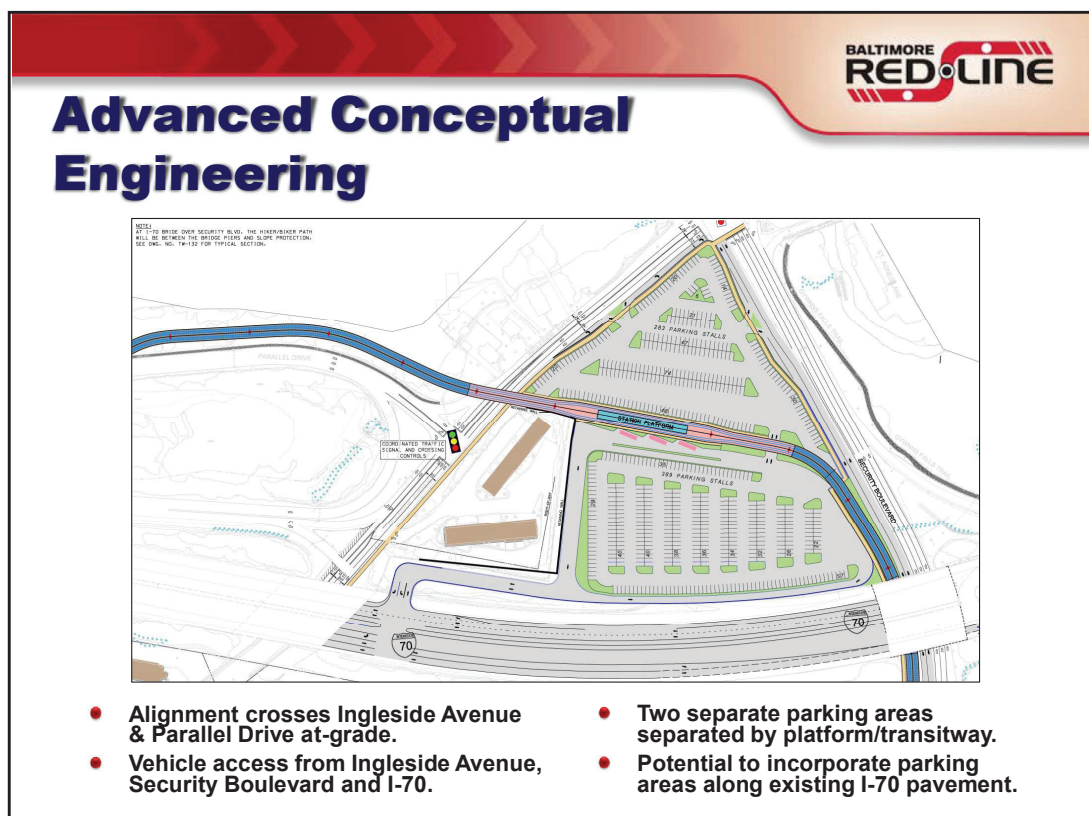
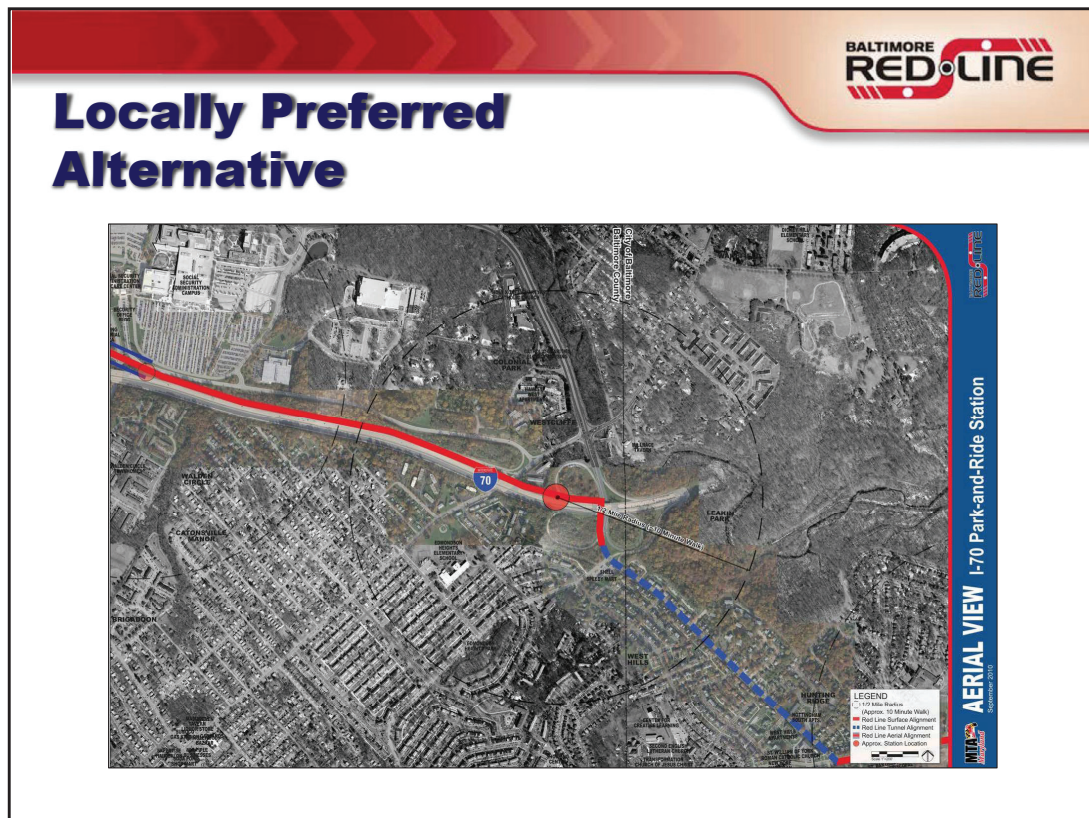
## Purpose of the Meeting


- The purpose of this meeting is to present updates for the Red Line I-70 alignment and station and potential roadway modifications.
- Changes will be discussed regarding:
  - Transit Alignment
  - I-70 Park-and-Ride Station
  - I-70 Roadway Alignment
  - Potential Roadway Modifications



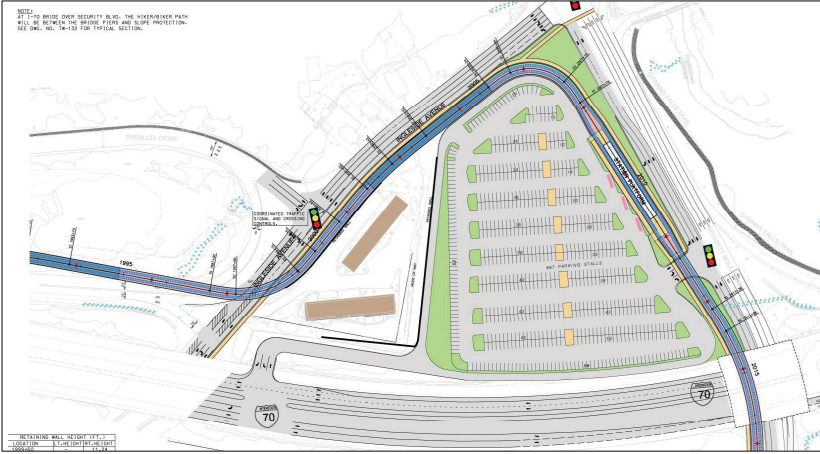
## Agenda

- **I-70 Alignment Process (6:40PM – 7:00PM)**
  - Locally Preferred Alternative
  - Advanced Conceptual Engineering
  - Vision Plan
  - Engineering Concept
- **I-70 Alignment Addressing Concerns (7:00PM – 7:20PM)**
  - Engineering Concept
- **Open Discussion (7:20PM – 7:50PM)**
  - About the Engineering Concept
- **Conclusion (7:50PM – 8:00PM)**






## Advanced Conceptual Engineering



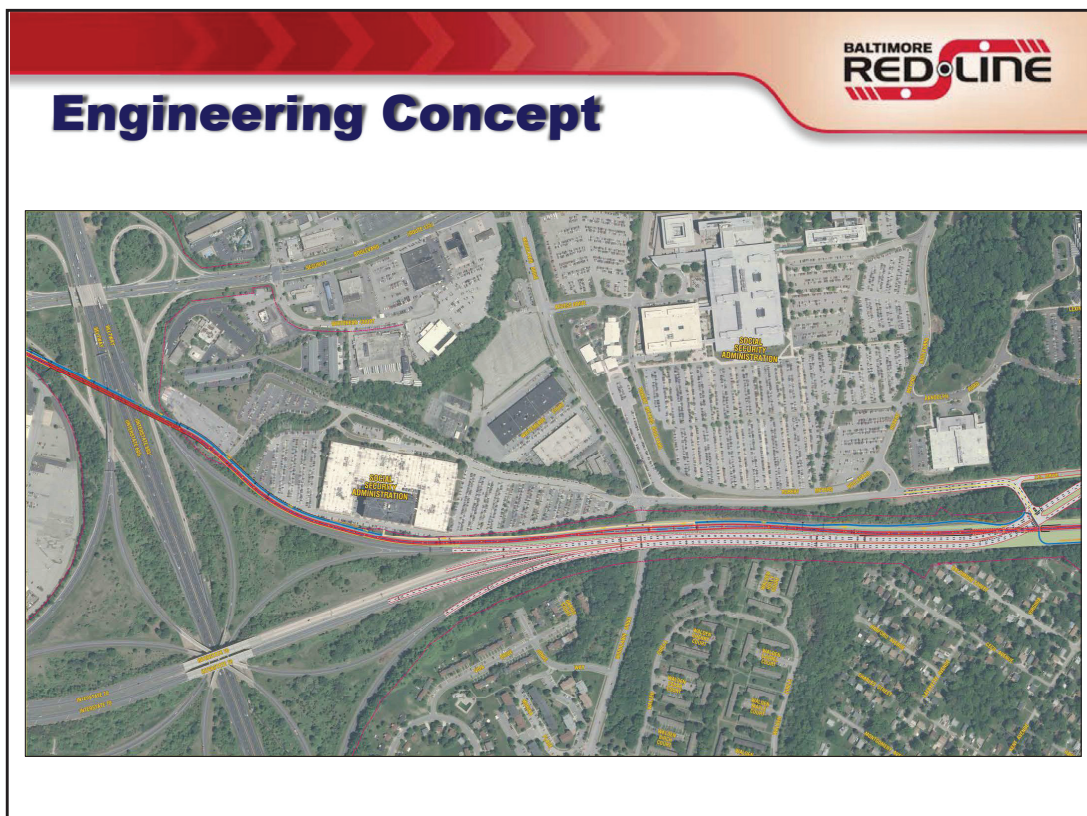
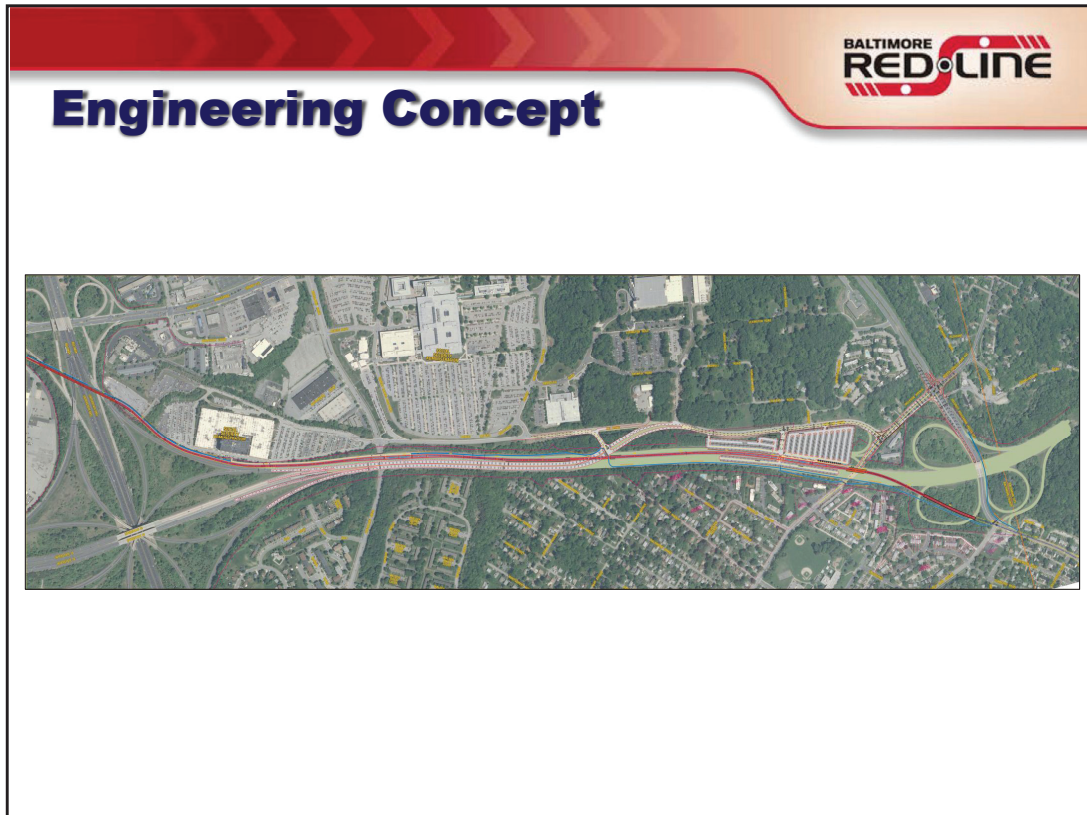
- Alignment crosses Ingleside Avenue at-grade.
- Potential to incorporate parking areas along existing I-70 pavement.
- One main parking area.
- Vehicle access from Security Boulevard and I-70 (no access from Ingleside Avenue).

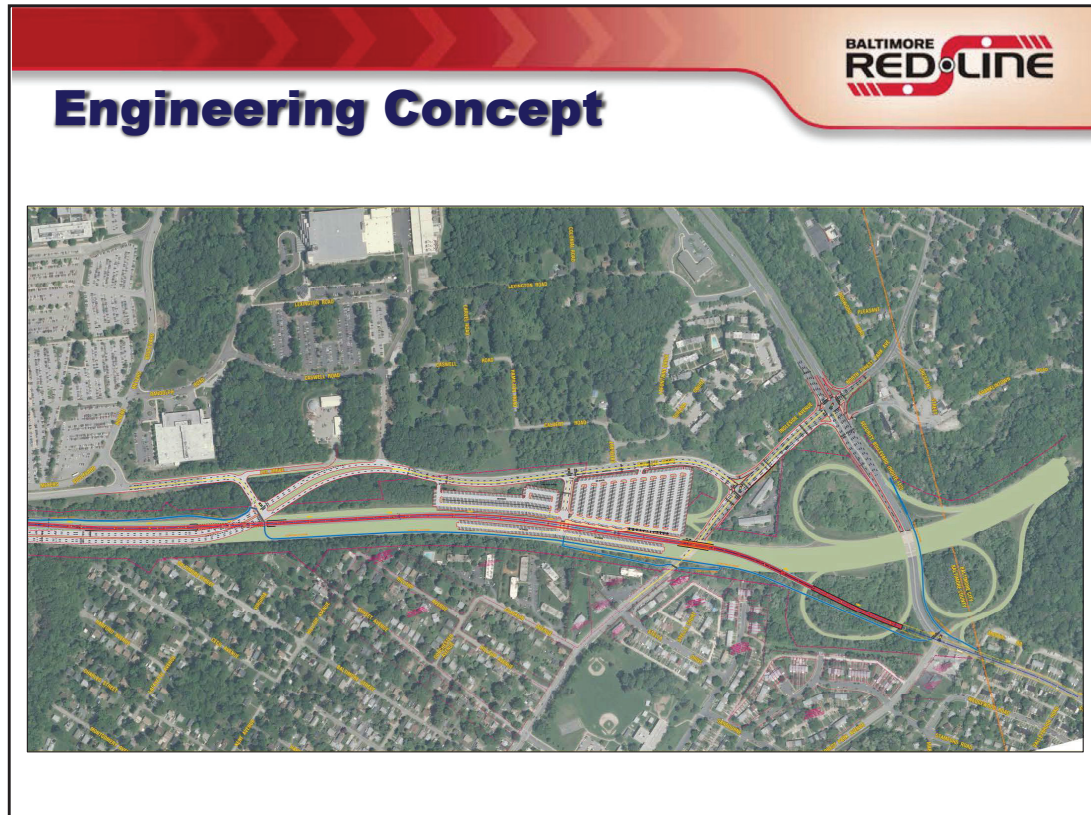


## Vision Plan

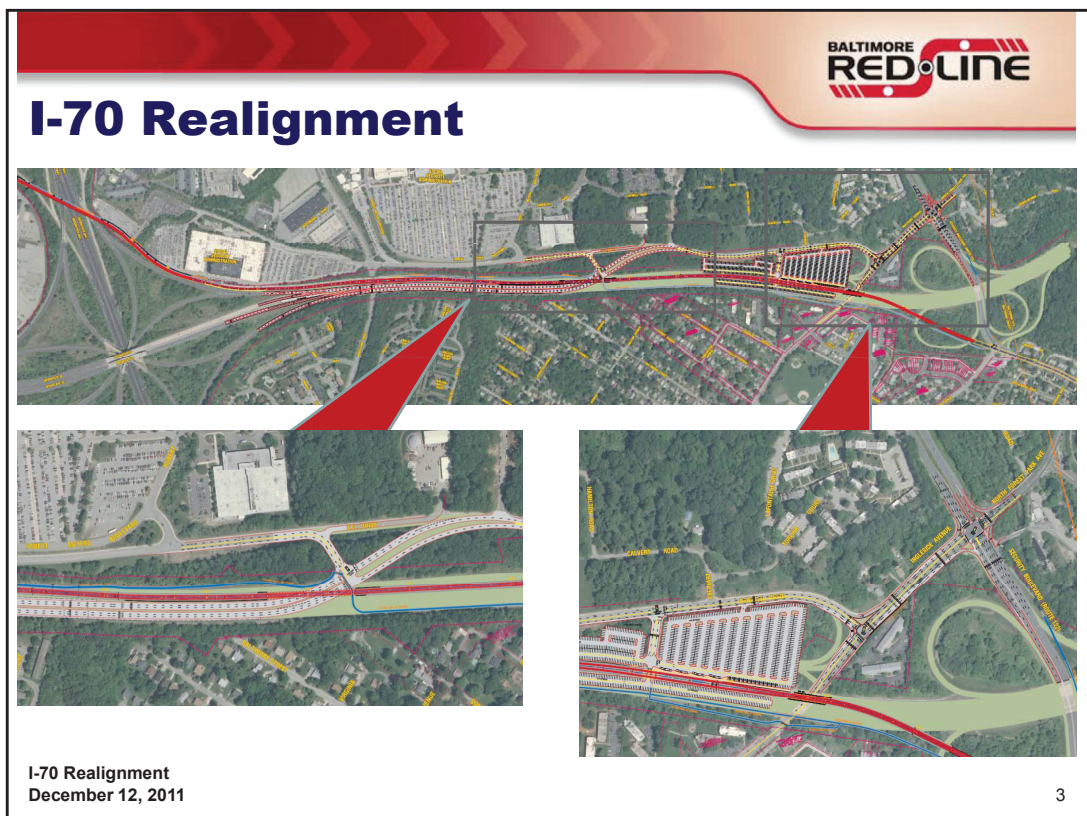
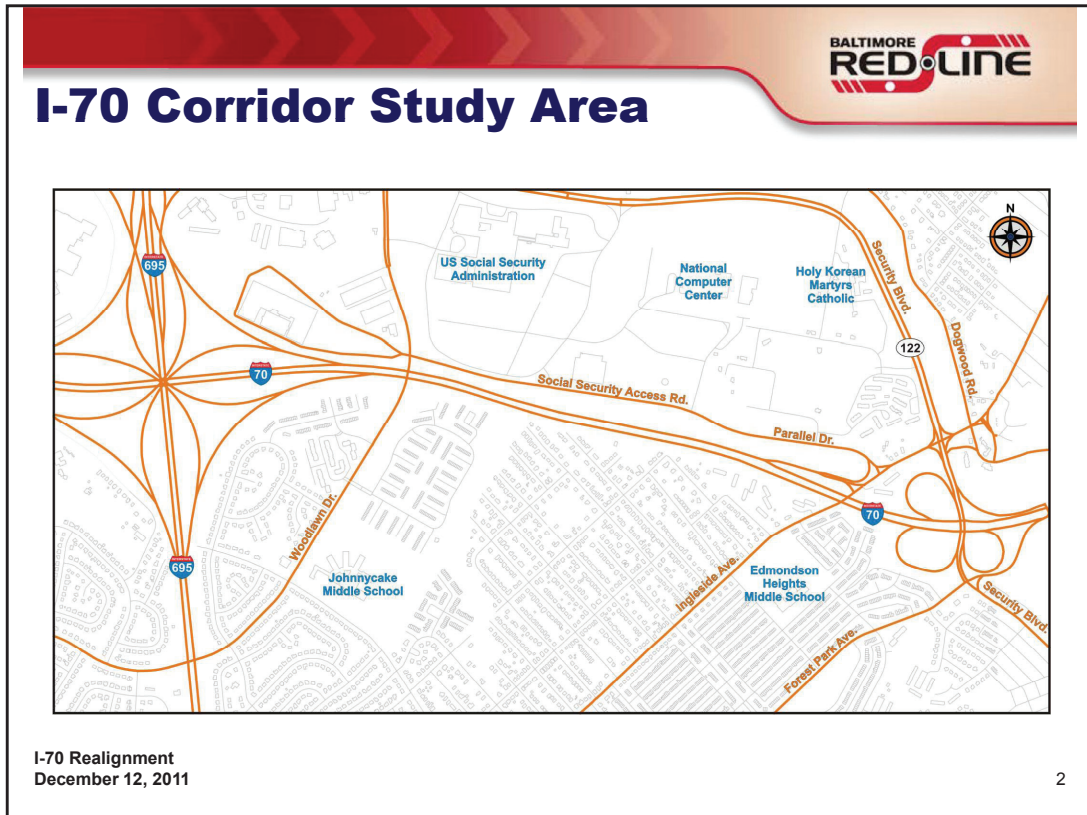
- “Gateway” from County to City
- Preserve Gwynns Falls / Leakin Park
- Connections for Pedestrians and Bicycles
- I-70 Boulevard Concept
- Opportunities for Development near the Station (TOD)











## Benefits to the Community



- Eliminates short merge from ramp and 180 degree “U” turn at the end of I-70
- Reduces SSA traffic on Security Boulevard
- Adds lanes to reduce congestion
- Eliminates Drag Racing
- Creates Green Space & transforms I-70 into a Boulevard

I-70 Realignment  
December 12, 2011

4

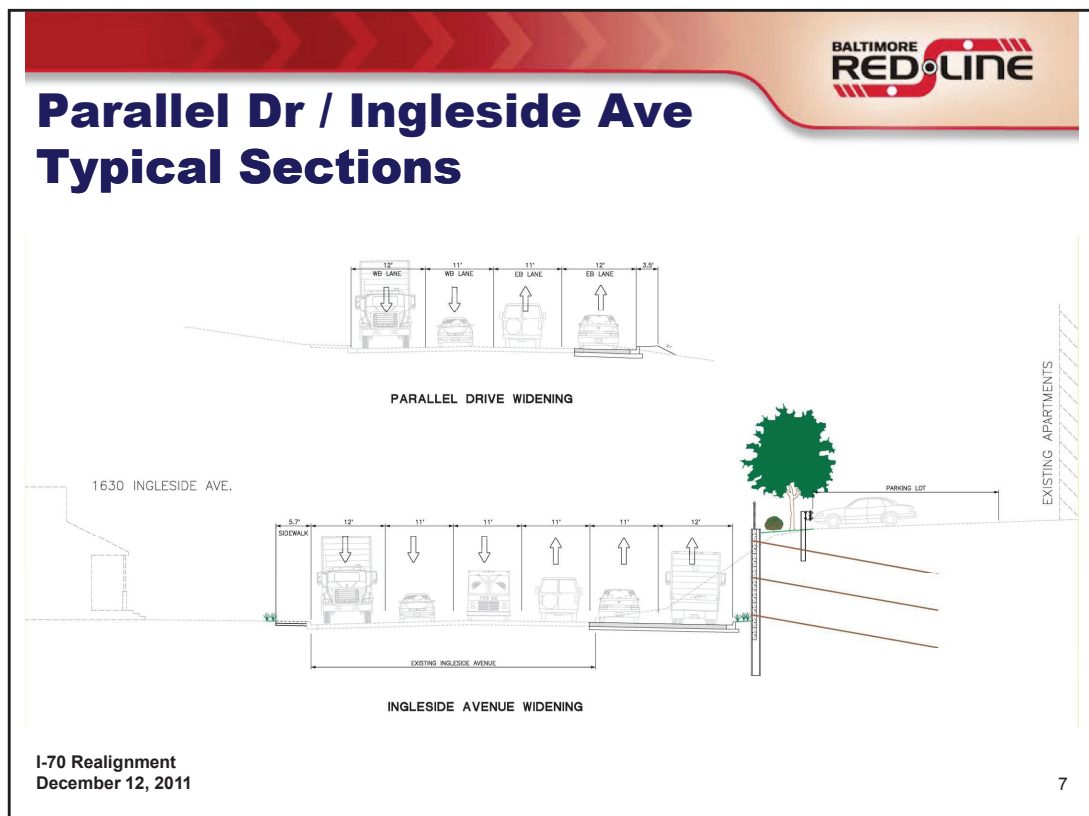
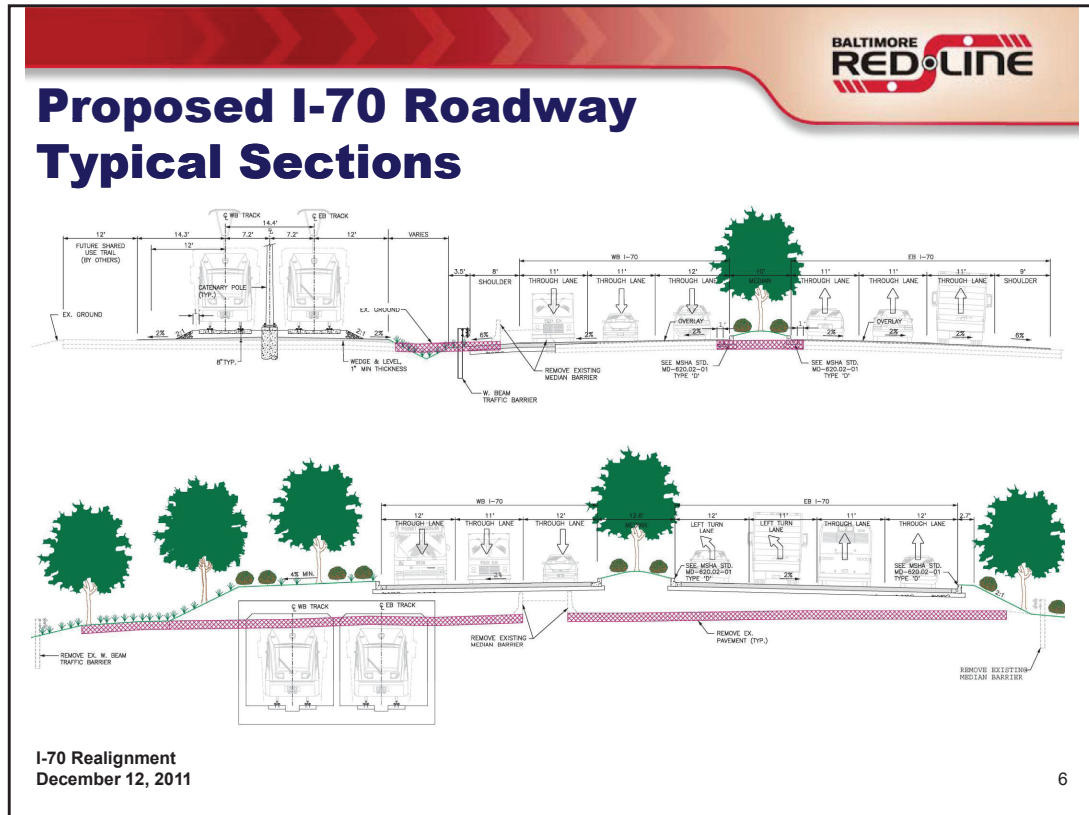
## Other Benefits of Proposed I-70 Realignment



- Avoids impacts to environmental features between I-70 and Parallel Drive
- Converts underutilized interstate to enhanced boulevard
- Allows for more accessible station and parking to be phased in over time
- Creates more potential TOD area for Baltimore County
- Allows opportunity to remove a lot of pavement to help the State meet water quality goals
- Improves Red Line operations with more direct route to Cooks Lane Tunnel

I-70 Realignment  
December 12, 2011

5





## Traffic Engineering Efforts

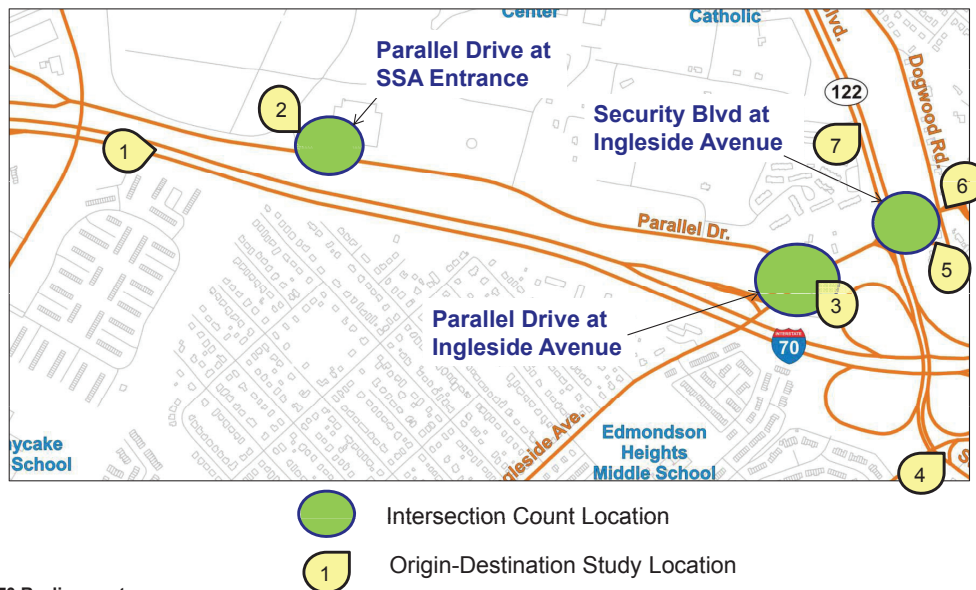


- Recent traffic counts
- Travel patterns to/from the I-70 area
- Travel time analyses
- Traffic operational analyses
- Traffic model - simulation
- Comparison of results with No-Build

I-70 Realignment  
December 12, 2011

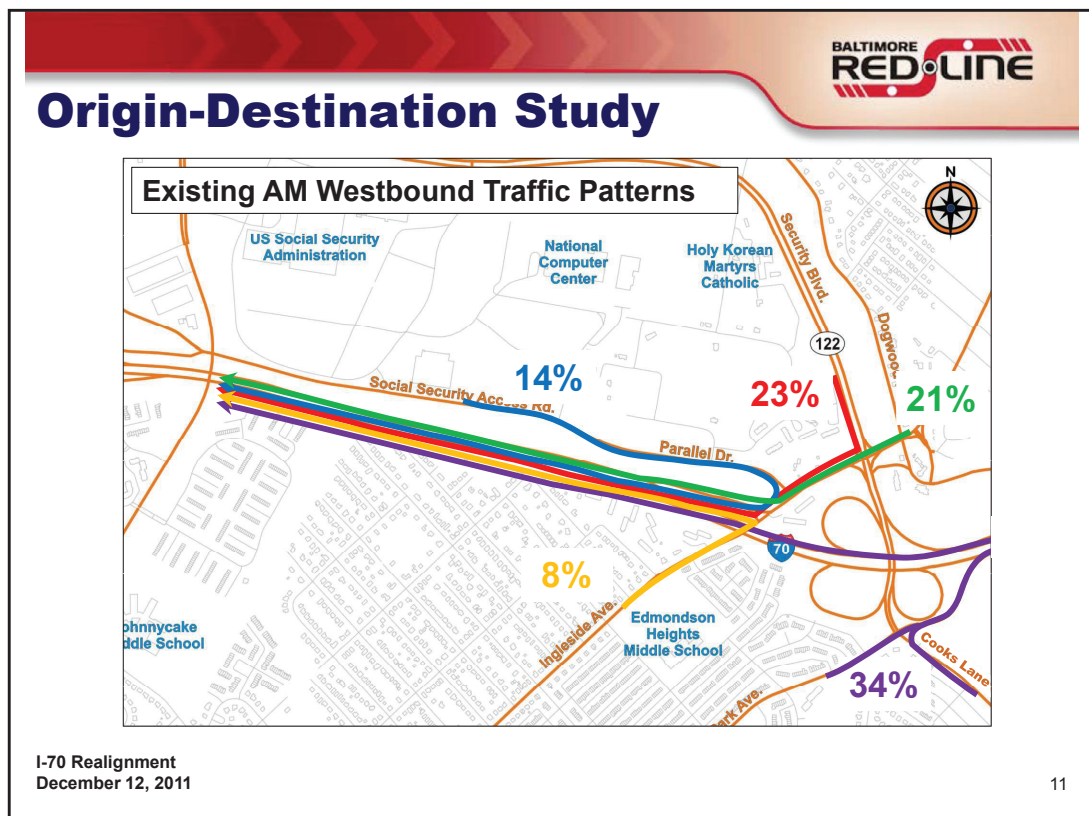
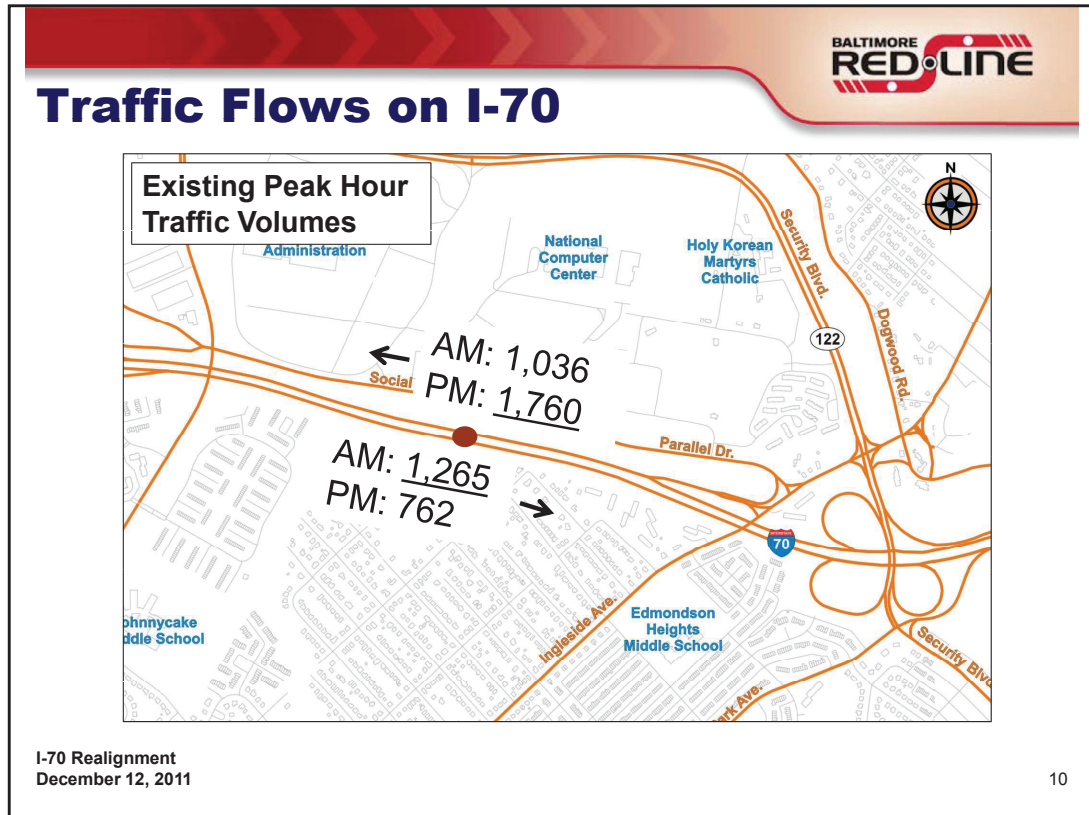
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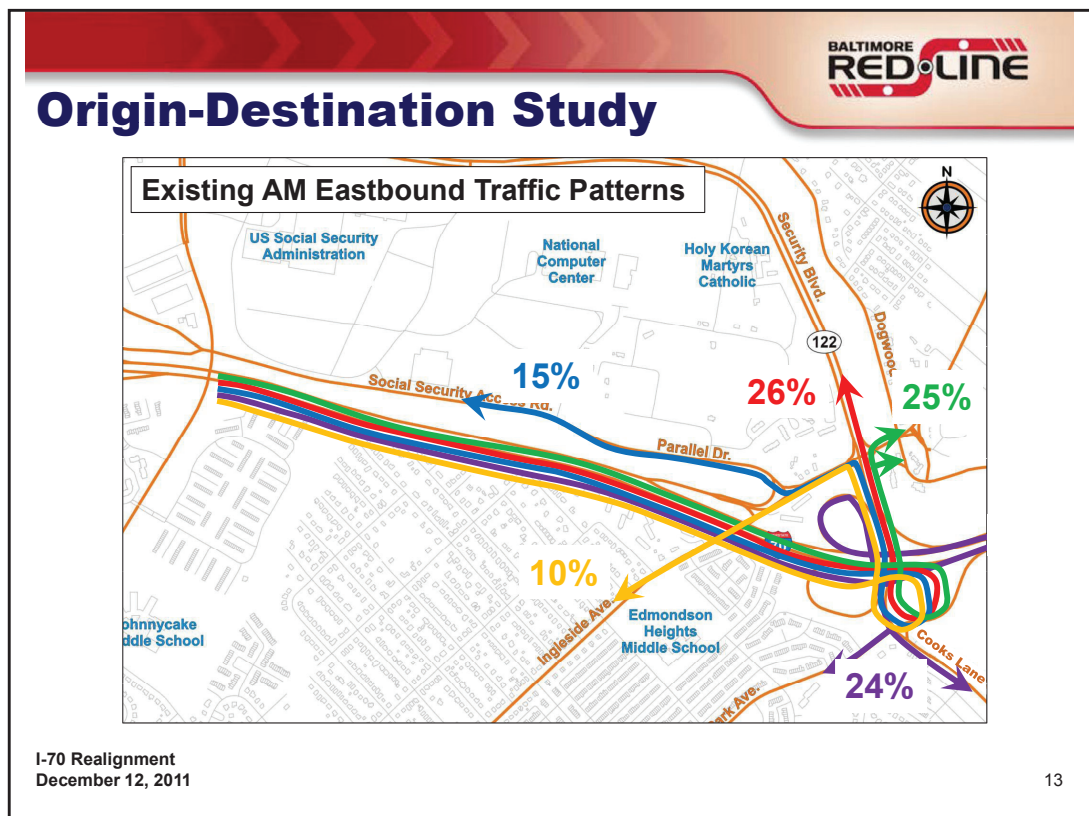
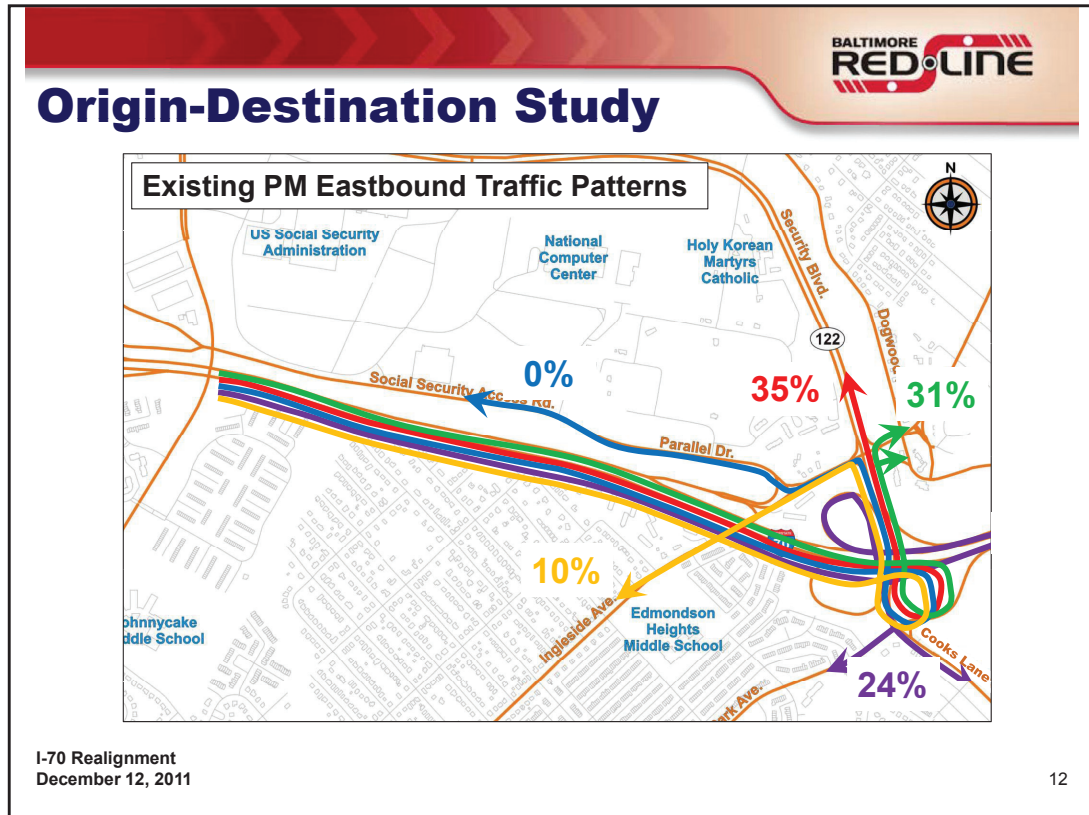
## Traffic Data Locations



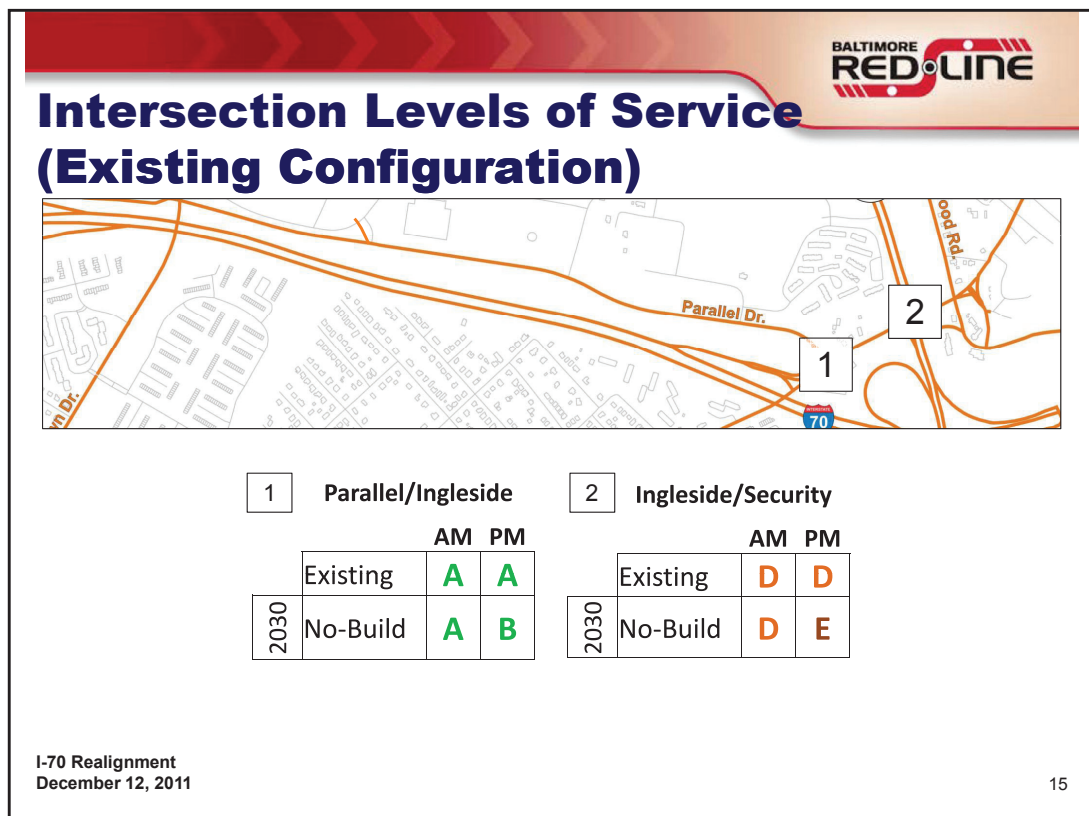
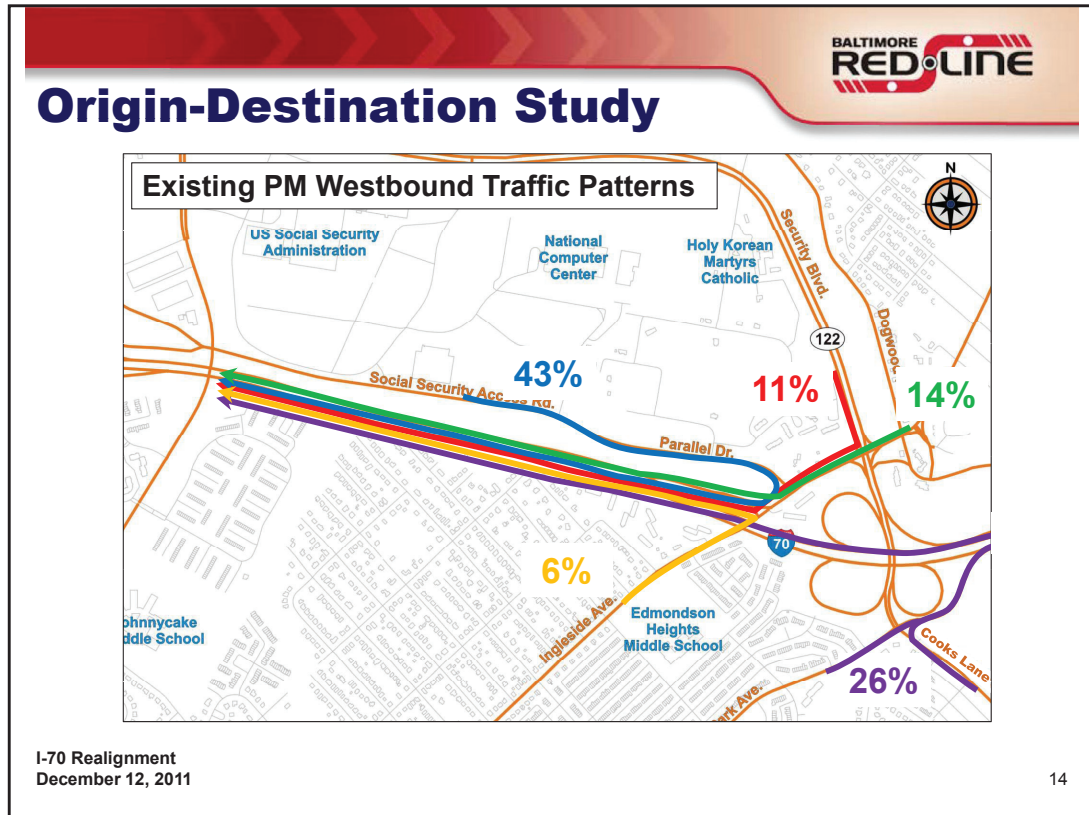
I-70 Realignment  
December 12, 2011

9





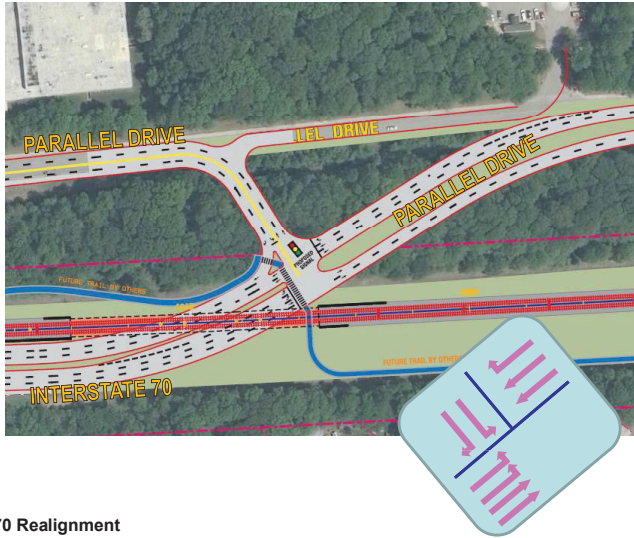




## Intersection Improvements



### I-70 at Parallel:



I-70 Realignment  
December 12, 2011

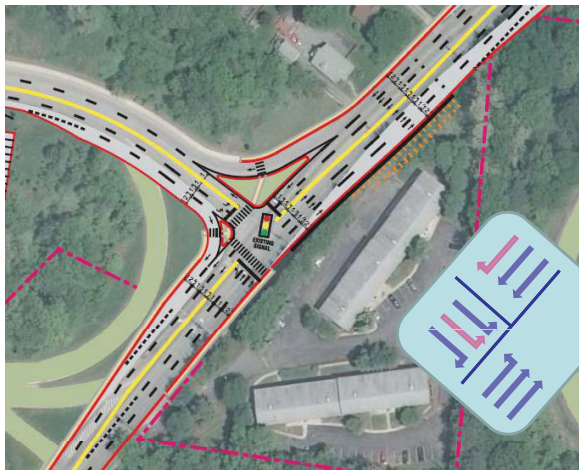
- Two through lanes on WB Parallel and EB I-70
- Double left turn from I-70 to Parallel Drive
- Separate right turn lane on WB Parallel

16

## Intersection Improvements




### Ingleside at Parallel:



I-70 Realignment  
December 12, 2011

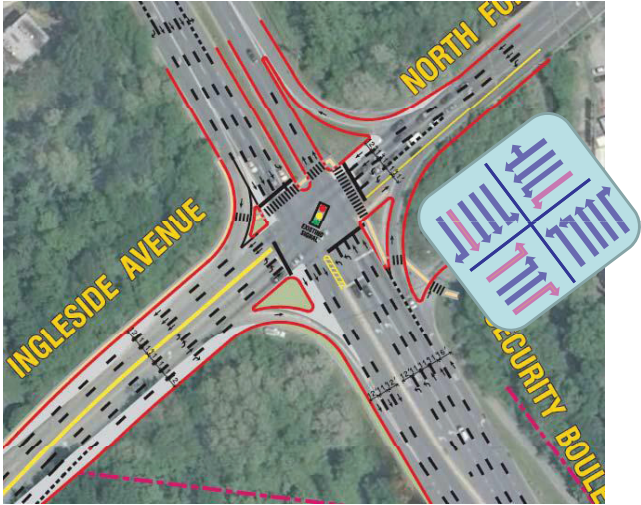
- Separate right turn lane on WB Ingleside
- Double left turn lane on SB Parallel
- Additional lanes on Ingleside Avenue between Parallel and Security Blvd., widening toward the Apartments

17



## Intersection Improvements


### Ingleside at Security:



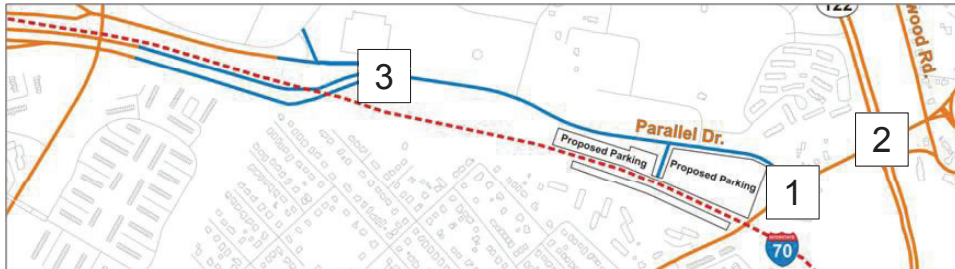
- Third through lane on SB Security
- Second left turn lane on WB N. Forest Park
- Second left turn lane and separate right turn lane on EB Ingleside

I-70 Realignment  
December 12, 2011

18



## Intersection Levels of Service



**1 Parallel/Ingleside**

		AM	PM
2030	Existing	A	A
	No-Build	A	B
	Build	C	C

**2 Ingleside/Security**

		AM	PM
2030	Existing	D	D
	No-Build	D	E
	Build	D	E

**3 I-70 at Parallel Dr.**

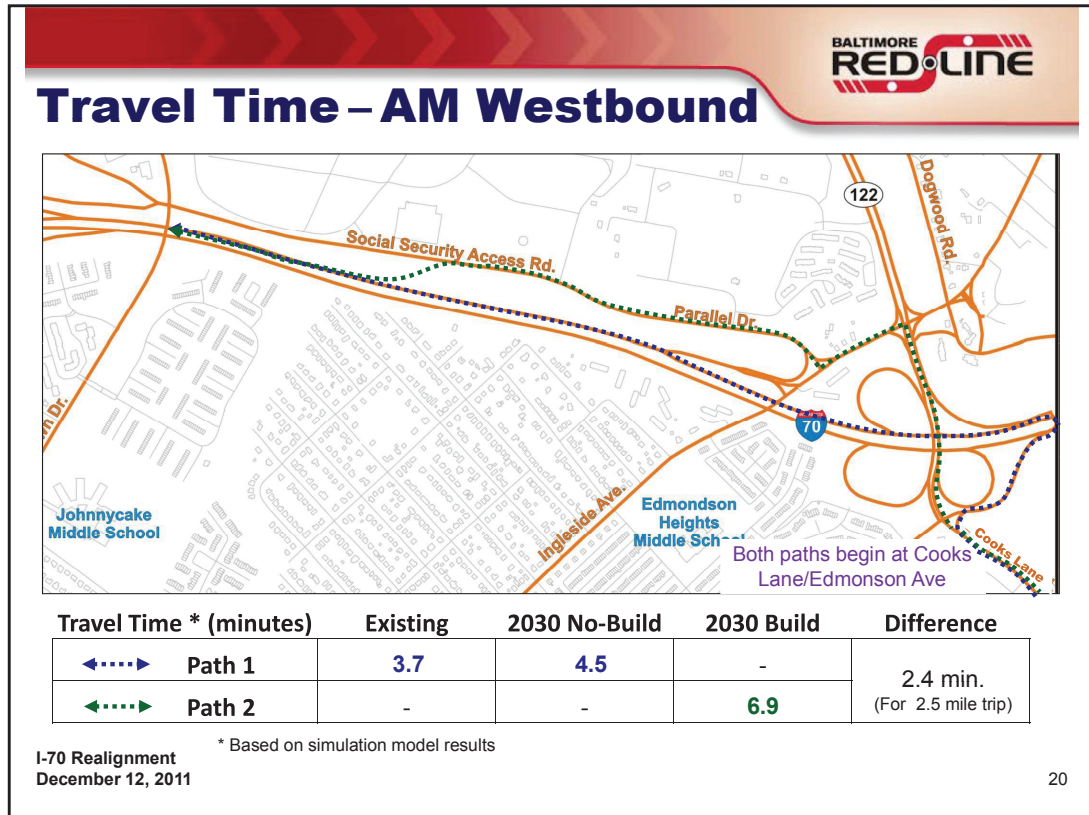
		AM	PM
2030	Existing	N/A*	N/A*
	No-Build	N/A*	N/A*
	Build	C	B

\* I-70 does not intersect Parallel in Existing and No-Build configurations

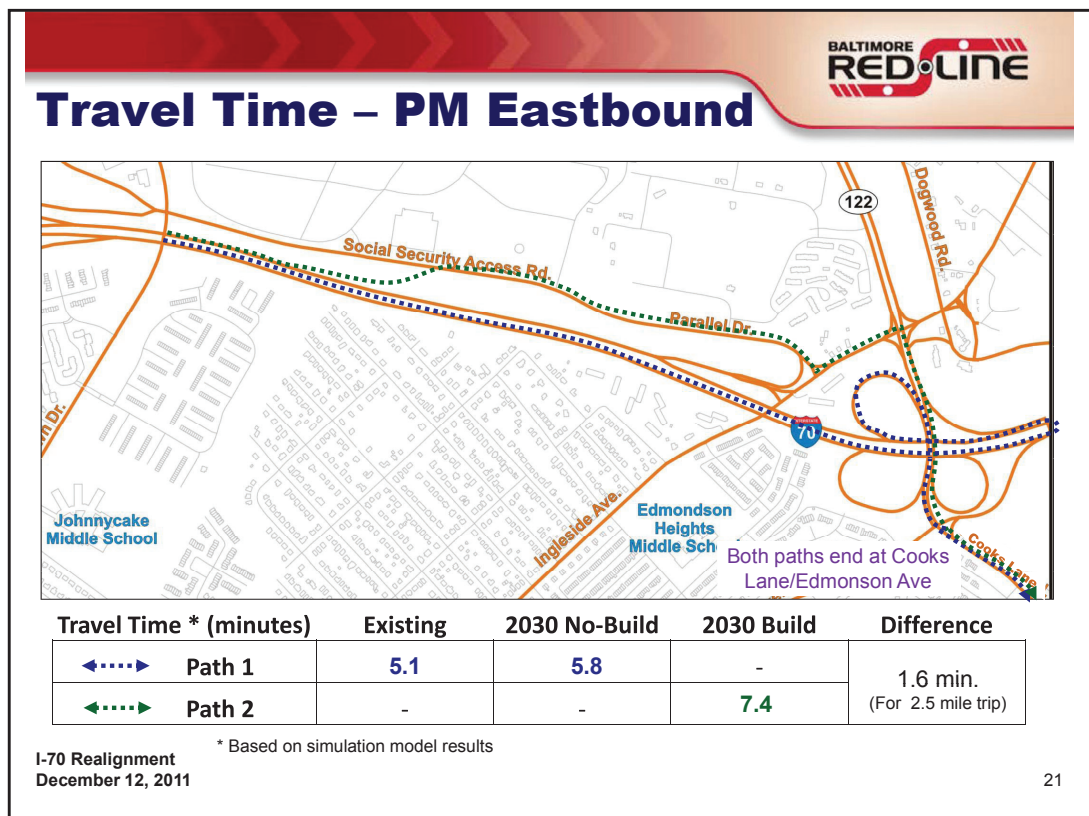
I-70 Realignment  
December 12, 2011

19

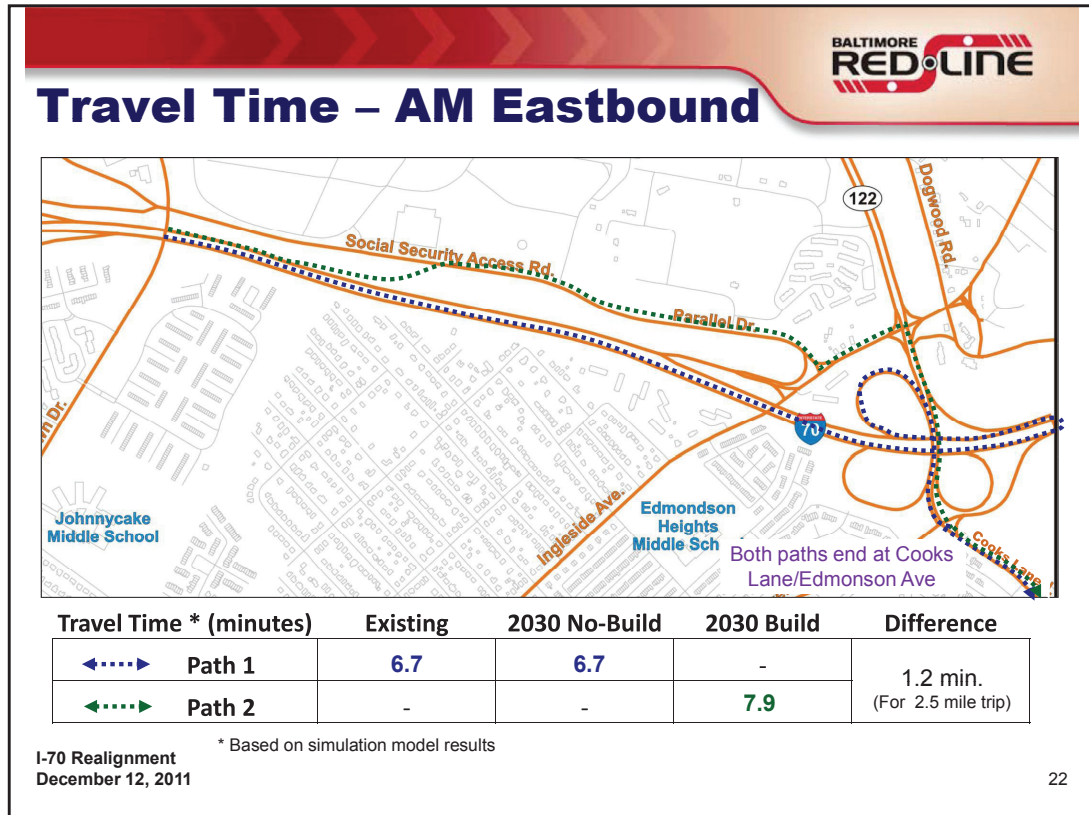




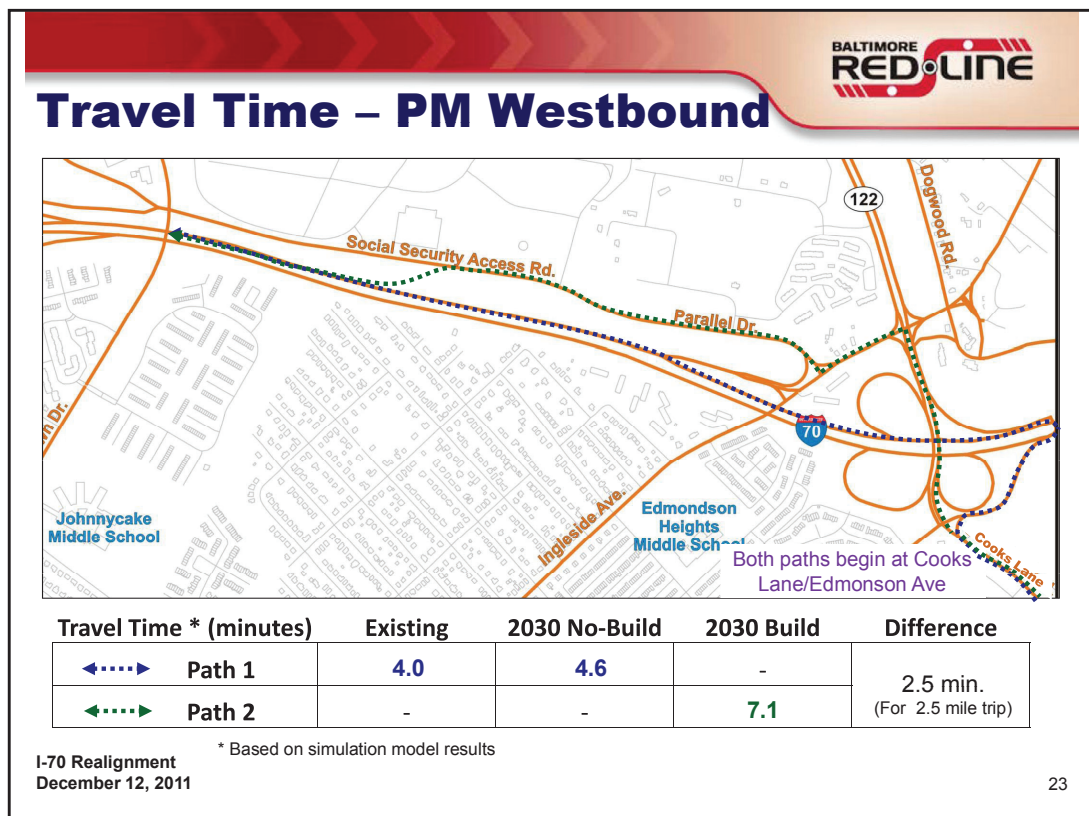
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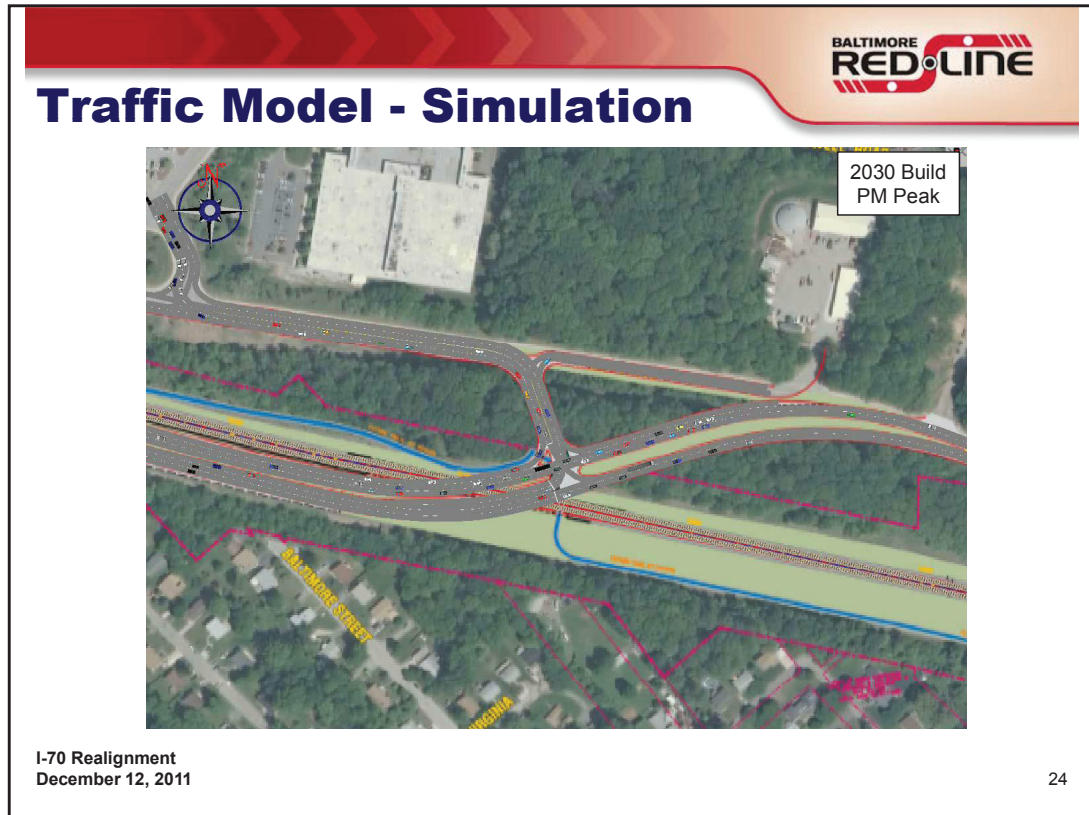




22



23





Program Management Team  
100 South Charles Street  
Tower Ten, Suite 1020  
Baltimore, Maryland 21201

### STATION AREA ACTION COMMITTEE

**Social Security Administration  
I-70 Park-and-Ride  
Edmondson Village  
Allendale**

**Combined Special SAAC Meeting**

**Date:** December 12, 2011  
**Location:** Saint William of York Church  
600 Cooks Lane  
Baltimore, MD 21229  
**Start Time:** 6:30 p.m.  
**Adjourn:** 8:30 p.m.

**Attendees:**  
**SAAC Members**  
 Marlene Arthur I-70 Park & Ride, Citizen Representative  
 Sandy Conner SSA, Westview Place HOA  
 Ivy Dench-Carter Edmondson, Upland Visionaries, LLC  
 Mike Dickson I-70 Park & Ride, Greater West Hill Community Association  
 Ernest Gambrell I-70 Park & Ride, Greater West Hill Community Association  
 Oceey Harris Allendale, Lower Edmondson Village Community Association  
 Kate Henshall Edmondson, Ten Hills Community Association  
 Estelle Kent-Harris Allendale, Lower Edmondson Village Community Association  
 Brenda Lateny-Lee Edmondson, Upland Community Association, Inc.  
 Ed Loomis I-70 Park & Ride, Ten Hills Community Association  
 Richard Mallory Edmondson, Hunting Ridge Community Assembly  
 Chris Mattingly CMS & SSA, General Services Administration  
 David McDonald Edmondson, Hunting Ridge Community Assembly  
 Jeannine Michel I-70 Park & Ride, Hunting Ridge Board of Directors  
 Daniel Rosen I-70 Park & Ride, Citizen Representative  
 Linda Smith I-70 Park & Ride, Westgate Community Association  
 Monique Washington Edmondson, Edmondson Village Community Association  
 Thelma Wright Edmondson, Citizen Representative

**SAAC Support**  
 Stan Britt Red Line Facilitator  
 Rudy Lopez Red Line Facilitator  
 Michael Rothenheber Red Line Facilitator  
 Jennifer Ray Red Line Facilitator  
 Tamika Gauvin Red Line Community Outreach Coordinator

Red Line Combined Special SAAC Meeting  
Meeting Minutes  
December 12, 2011

Keisha Trent	Red Line Community Liaison
Charisse Lue	Red Line Community Liaison
Sam Minnitte	Red Line Public Involvement
Danyell Diggs Baltimore	City Department of Transportation, Red Line Coordinator
Kyle Leggs	Baltimore City Planning
Dave Green	Baltimore County Office of Planning
Tony Chan	Red Line Traffic Engineer
Denise Watkins	Red Line
Laura Jeffords	Red Line
Earl Leach	Red Line, West Engineering Manager

**Other**

Councilwoman Helen Holton	Baltimore City, 8 <sup>th</sup> District
Christopher William	Maryland House of Delegates, 41st Legislative District
Lewis Bringman	Hunting Ridge
Vicki Bringman	Hunting Ridge Community
Michele Downing	Franklintown Community
Carl Foreman	Hunting Ridge Community
Carroll Frey	Franklintown
Michael Gambrell	Hunting Ridge Community
Gertrude Hack	Allendale Community Association
David Mida	
Gregg Michell	
George Moniodis	CAC
Michael Jolhuser	Edmondson High School
Linda Oliver	Hunting Ridge Community
Mike Oliver	Hunting Ridge Community
Nancy Smith	Hunting Ridge Community

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RL-80-04-054-XXXX-00-111212 2

Red Line Combined Special SAAC Meeting  
Meeting Minutes  
December 12, 2011

### MEETING NOTES

The purpose of this meeting was to discuss the I-70 alignment. The community representatives asked questions. For some of the questions the Red Line team had answers. Some of the questions require more effort prior to provision of information.

Note that the numbering of the questions does not indicate prioritization; it simply allows for easy referencing.

- Is there an alternative to removing pavement on I-70? How much pavement will be added to make Parallel Drive lanes and increase?**  
There will be approximately 15 acres of pavement removed and then some paving added. The for Parallel Drive widening there is 1.45 acres of impervious; for Park & Ride impervious is 4.17 acres, so the net change is approximately 9.38 acres of pervious area.
- What has been looked at for the "reverse commute?"** Folks coming from the City to I-70 (Howard Co & I-29)  
The "reverse commute" refers to I-70 traffic traveling westbound during the AM peak period and eastbound during the PM peak period. Traffic data, obtained from the "Red Line Traffic Operations Study: I-70 Park and Ride" produced by JMT for MTA in October 2010 and shown in the presentation, indicates that, on the section of I-70 east of I-695, there are 1,036 vehicles traveling westbound during the AM peak period and 762 vehicles traveling eastbound during the PM peak period.

An origin-destination study was performed in Spring 2011 that determined the travel patterns of reverse commuters. Traffic data was collected over three consecutive days in one week, Tuesday through Thursday, from 6 to 10 AM and 3 to 7 PM. The results of this study were shown in the presentation.

Simulation modeling to estimate travel times of travelers through the I-70/Cooks Lane area during 1) Existing, 2) 2030 No-Build (without the Red Line) and 3) 2030 Build conditions (with Red Line and I-70 realignment) was performed. The travel times of the reverse commute during the different conditions were shown in the presentation. For a 2.5-mile route between Cooks Lane at Edmondson Avenue to I-70 over Woodlawn Drive (east of I-695) during the AM peak hour, the trip would take approximately 6.9 minutes under 2030 Build conditions and 4.5 minutes under 2030 No-Build conditions (a 2.4 minute difference). The same route in the eastbound direction during the PM peak hour would take approximately 7.4 minutes under 2030 Build conditions and 5.8 minutes under 2030 No-Build conditions (a 1.6 minute difference). The simulation-reported travel times are the average travel times for a vehicle traveling along a route during the peak hour (AM or PM), which includes any stops and delays related to traffic signals and congestion along the route.

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RL-80-04-054-XXXX-00-111212 3

Red Line Combined Special SAAC Meeting  
Meeting Minutes  
December 12, 2011

- Is there any reason why there can't be a 2 lane road from I-70 to Ingleside Avenue?**  
The reason a two-lane highway is not possible is topography. The grades between I-70 and Ingleside Avenue are too steep and the location of the apartment buildings would pose an issue. This alternative would require significant regrading and excavation, and the use of 40-50 foot retaining walls. In addition, there is concern about the lack of the ability to physically add another intersection in this area that would not conflict with the existing intersection.
- For commuters, who take the reverse commute, how will the gateway from county to city issue be addressed?**  
This urban design issue will be addressed as design proceeds.
- How will traffic headed north on the Beltway be affected?**  
Traffic on the I-695 Inner Loop is not significantly affected by the I-70 realignment. All existing ramps to and from I-70 inside the Beltway are retained. Estimated diversions to and from the realigned I-70 and the I-695 Inner Loop are minimal.
- Is there an absolute necessity for the I-70 station on the Red Line? How about making a Park and Ride station at Security Square Mall?**  
There is a definite need for a commuter station on the western end of the Red Line. The I-70 location provides a location with good access to the interstate system and for plenty of parking. The illustration shows a commuter station toward the Mall. The Mall has unfortunately resisted the station. In addition, the main concern of the Mall is retaining the existing parking for their large retail complex.
- Many commuters take this route from the City as a shorter route to get to the Beltway. Traffic will be dumped onto smaller roads. Is this presentation saying that access to I-70 will be eliminated?**  
Under the realignment concept, I-70 will be accessible from Parallel Drive; and Security Boulevard, Ingleside Avenue and Parallel Drive will be widened to accommodate expected traffic volumes.
- How will traffic on Forest Park Avenue be affected?**  
Under the realignment concept, the ramp from Forest Park Avenue to I-70 will be closed. Traffic from Forest Park Avenue can access I-70 via Parallel Drive.
- How much traffic is coming out of the Park-and-Ride now in the morning?**  
The maximum capacity of the existing Park & Ride at the east end of I-70 is 250 cars. As was noted in the presentation, peak hour westbound traffic ranges from 1036 to 1760 vehicles per hour. If the existing parking lot was filled each day, these 250 cars would not significantly influence traffic patterns. Our observations have been that the existing lot has less than 50% utilization.

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RL-80-04-054-XXXX-00-111212 4

Red Line Combined Special SAAC Meeting  
Meeting Minutes  
December 12, 2011

10. **Did the study address traffic from Woodlawn Drive to Parallel Drive.**  
Yes, this volume of traffic coming from Woodlawn Drive down Parallel Drive is included in the counts for Parallel Drive.
11. **Did you consider traffic in and out of Social Security?**  
Yes, Social Security Administration (SSA) traffic leaving SSA is proposed to have its own lane to keep traffic moving.
12. **What will happen with all of the dirt in the tunnel? Can it fill around the retaining walls area?**  
The disposal area for the material to be removed from the Cooks Lane tunnel has not been determined at this time. The early retaining wall concepts discussed in the presentation would have been used to support the Westcliff Apartments so soil can be removed to level a park & ride next to Security Boulevard.
13. **What was the duration of the traffic study?**  
The duration of the traffic study was three consecutive days during the spring while school was still in session. The traffic study counts include peak traffic times and make sure school is in session, that major businesses are open (no holidays) so that the peak traffic volume is measured.
14. **How many traffic signals are proposed from Cooks Lane to I-70?**  
Under the current proposal there could be two traffic signals added: at the SSA entrance and at the Park & Ride entrance. For motorists entering I-70 from Cooks Lane, there could be four more traffic signals to reach the Beltway. The traffic signal at the intersection of Ingleside Avenue and Parallel Drive is not counted because the motorists traveling toward I-70 can make an unimpeded right turn before the signal.
15. **What are Level of Service ratings for intersections?**  
Level of Service (LOS) is a measure of the efficiency of traffic operating conditions of an intersection, represented by a range of letter designations, from A to F, with A indicating the best operating conditions and F indicating the worst, or a failing, operating condition.
16. **What is meant by calling I-70 a Boulevard? Right now it is an interstate system. When it snows interstate highways are cleared first. Who is responsible for a boulevard? Who maintains it (SHA or the county), who patrols it (State Police or County) and who clears the snow (SHA or county). The interstate designation means something, which includes better services. What is the benefit to the community of removal of the interstate designation? Which communities are involved? Ten Hills? Hunting Ridge? The benefit of I-70 as an interstate is there are State Police patrols and during snow storms interstates get snow plowing priority. If the I-70 is changed to a boulevard it would lose all benefits.**  
"Boulevard" in this context refers to a multi-lane roadway with a planted median. SHA has indicated that they would request an interstate status redesignation for this portion of I-70. SHA would maintain and plow the resulting roadway.

RL-80-04-054-XXXX-00-111212

5

Red Line Combined Special SAAC Meeting  
Meeting Minutes  
December 12, 2011

17. **Attendees requested copies of the presentation.**  
Copies will be made available on the Red Line website.  
<http://www.baltimoreredline.com/station-area-advisory-committees>.
18. **How many people are using I-70 only and do not go onto surface streets currently?**  
Traffic data was obtained from the "Red Line Traffic Operations Study: I-70 Park and Ride" produced by JMT for MTA in October 2010 and shown in the presentation. On I-70 east of I-695, during the AM peak hour, 1,265 vehicles travel eastbound and 1,036 vehicles travel westbound. In the same section, during the PM peak hour, 762 vehicles travel eastbound and 1,760 vehicles travel westbound. All of these vehicles counted on I-70 east of I-695 are traveling to or have traveled from Cooks Lane, Parallel Drive, Ingleside Avenue, Security Boulevard, Forest Park Avenue, or the Park and Ride.
19. **The last time a wider meeting was held was the May Open House. When will this be discussed with the wider community? What are the benefits of SSA? Will there be a presentation regarding alternatives at the next meeting?**  
Suggestions are welcomed; the meeting format is not "set in stone" at this time. There will be another meeting to go over this material for the wider community. There will be another status report, to a wider audience of community stakeholders as requested at this meeting.
20. **Do we know where the traffic is coming from? Does flow indicate where they are coming from?**  
To determine the local travel patterns of traffic using I-70 east of I-695, an origin-destination study was performed in Spring 2011. The results of the study were shown in the presentation. The focus of the origin-destination study was on local traffic using the section of I-70 east of I-695, not on regional traffic patterns. The regional travel patterns were determined from the Baltimore Metropolitan Council (BMC) travel demand model for the area.
21. **What is the schedule?**  
Currently the project is in Preliminary Engineering. FEIS will begin in the spring of 2012. FTA will review.
22. **Can you clarify the options, what are the limitations?**  
The option that is under review is what is being presented this evening. We are here to obtain public comments.
23. **Councilwoman Helen Holton asked about the overall discussion about closure of I-70. Once we have FTA approval we will come back to the community for comment?**

RL-80-04-054-XXXX-00-111212

6

Red Line Combined Special SAAC Meeting  
Meeting Minutes  
December 12, 2011

- The process is to discuss the changes for I-70 with the community, MTA Red line designers and the community prior to submitting to the FTA, that is why we are here this evening.
24. **Who is the developer of the Uplands Community?**  
Uplands Visionary LLC is the master developer for the Uplands redevelopment. A representative from the master developer is on the Edmondson Village SAAC.
  25. **Will the presentation be sent to the community association presidents prior to the February meeting?**  
The Red Line public involvement staff, the community liaisons, will work towards getting information to the community associates prior to a follow up I-70 Special Meeting for some time in February.

RL-80-04-054-XXXX-00-111212

7



# **APPENDIX F**

## **Station Area Advisory Committee Materials**

### **Special Meetings for the I-70 Park-and-Ride Station**

**February 6, 2012**

## Agenda



- **6:30 – 6:45**      **Arrival / Open House format at briefing stations**
- **6:45 – 7:05**      **Existing Conditions  
Presentation of Red Line Alternative in the I-70 Area**
- **7:05 – 7:30**      **Questions / comments from the audience**
- **7:30 – 8:00**      **Open House format: Opportunity for questions / comments at briefing stations**

I-70 Alignment Community Meeting  
February 6, 2012

1

## Purpose of Meeting



- **Provide up-to-date information for the Red Line in the I-70 area**
- **Answer questions and receive comments pertaining to current alternative in the I-70 area**

I-70 Alignment Community Meeting  
February 6, 2012

2



## Existing Conditions



I-70 at Social Security Administration and I-695

- 3 lanes eastbound and westbound
- Concrete barrier separated
- Full shoulder in each direction
- 55 mph speed limit

I-70 Alignment Community Meeting  
February 6, 2012

3

## Existing Conditions



Looking East on I-70 near SSA and I-695 interchange

I-70 Alignment Community Meeting  
February 6, 2012

4

## Existing Conditions



I-70 and Parallel Drive at Ingleside Avenue

- Eastbound transition to 2 lanes
- Westbound transitions to 3 lanes
- Concrete barrier separated
- 40 mph speed limit
- Parallel Drive and tree buffer on the north side of I-70
- Single and multi-family residences on the south side of I-70

I-70 Alignment Community Meeting  
February 6, 2012

5

## Existing Conditions




I-70 Eastbound looking East approaching Ingleside Avenue overpass


I-70 Alignment Community Meeting  
February 6, 2012

6





## Existing Conditions




*Gwynns Falls Trail Head*

- I-70 terminates at Security Boulevard near Leakin Park
- Existing I-70 Park and Ride location
- 1 lane eastbound and westbound
- “U-Turn” from eastbound to westbound direction
- Exit ramps to Security Boulevard
- 25 mph speed limit

I-70 Park and Ride and Security Boulevard

I-70 Alignment Community Meeting  
February 6, 2012

7



## Existing Conditions



Photo Courtesy of Google Streetview

I-70 Eastbound looking East approaching I-70 Park & Ride

I-70 Alignment Community Meeting  
February 6, 2012

8

## Existing Conditions



I-70 Eastbound looking East at I-70 Park & Ride

I-70 Alignment Community Meeting  
February 6, 2012

9

## Chronology of Development of Red Line Alternatives in the I-70 Area



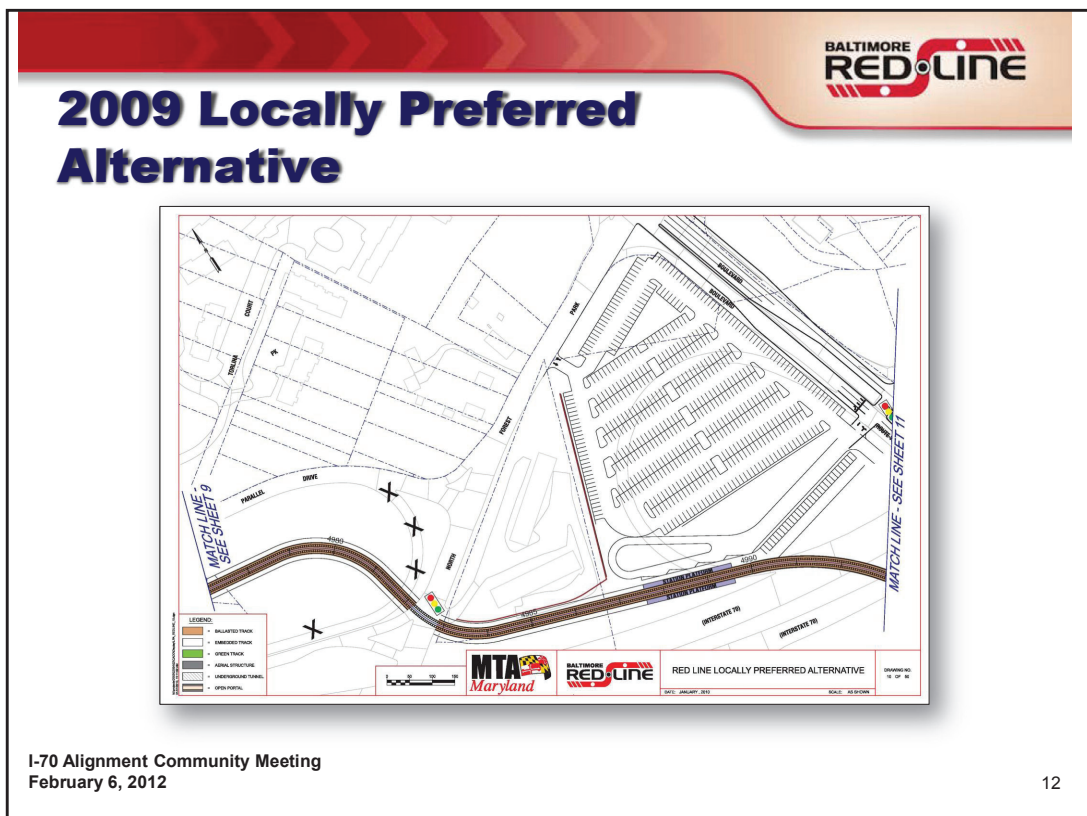
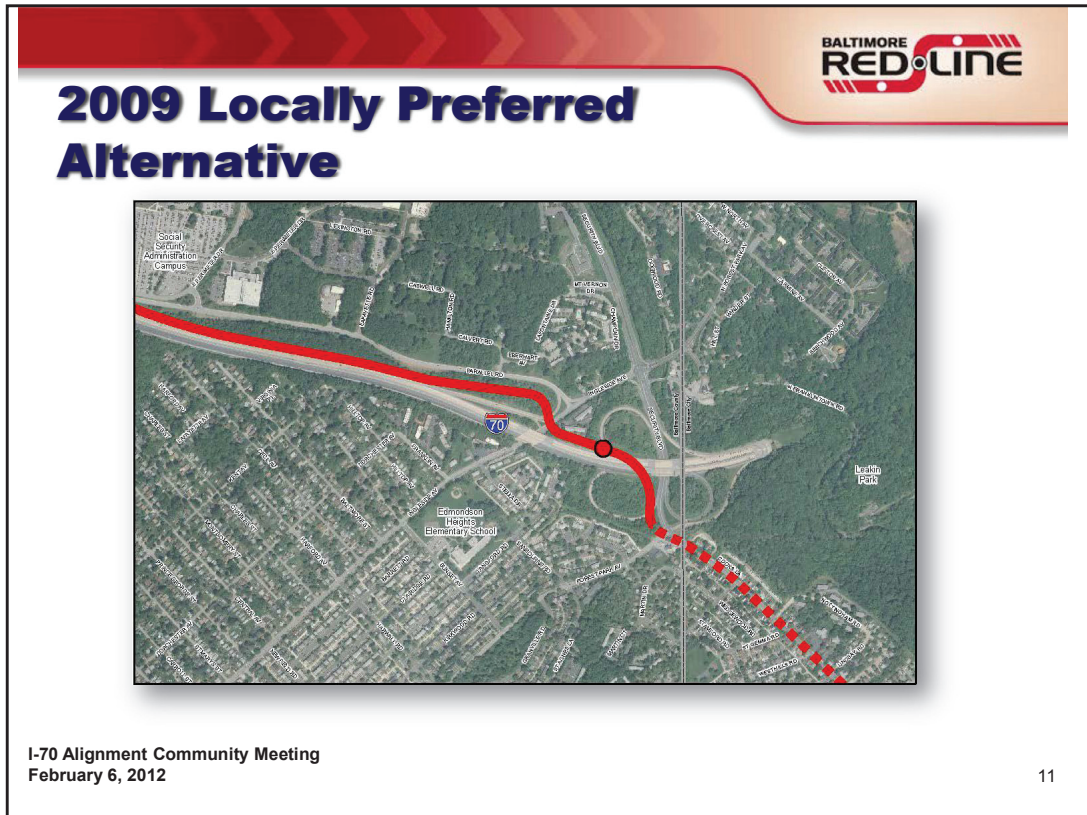
- **August 2009**
  - Red Line Locally Preferred Alternative (LPA) selected

Summer 2009 – Spring 2011  
Various alternatives considered

Summer / Fall 2011  
Current alternative identified and refined

I-70 Alignment Community Meeting  
February 6, 2012

10








## **I-70 SAAC Vision Plan**

- **Preserve Gwynns Falls / Leakin Park**
- **Connections for Pedestrians and Bicycles**
- **I-70 Boulevard Concept**
- **“Gateway” Concept**
- **Opportunities for Development near the Station (TOD)**

I-70 Alignment Community Meeting  
February 6, 2012

13



## **Chronology of Development of Red Line Alternatives in the I-70 Area**


August 2009  
Red Line Locally Preferred Alternative (LPA) selected

- **Summer 2009 – Spring 2011**
  - Various alternatives considered

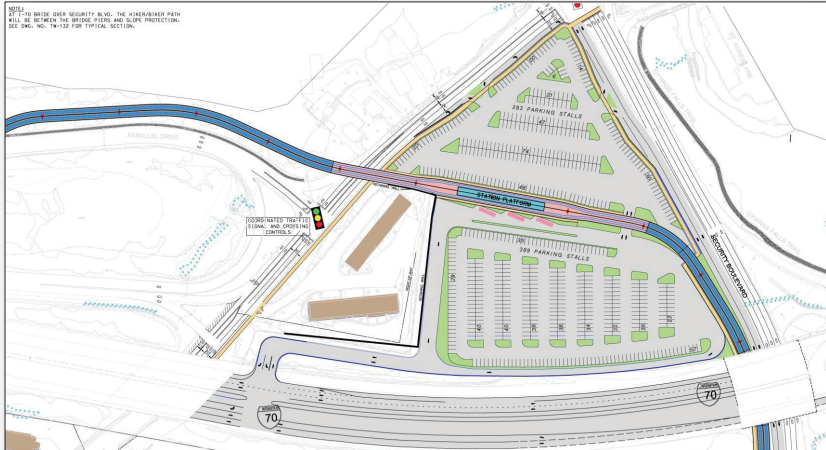
Summer / Fall 2011  
Current alternative identified and refined

I-70 Alignment Community Meeting  
February 6, 2012

14




## Alternatives: Summer 2009 – Spring 2011

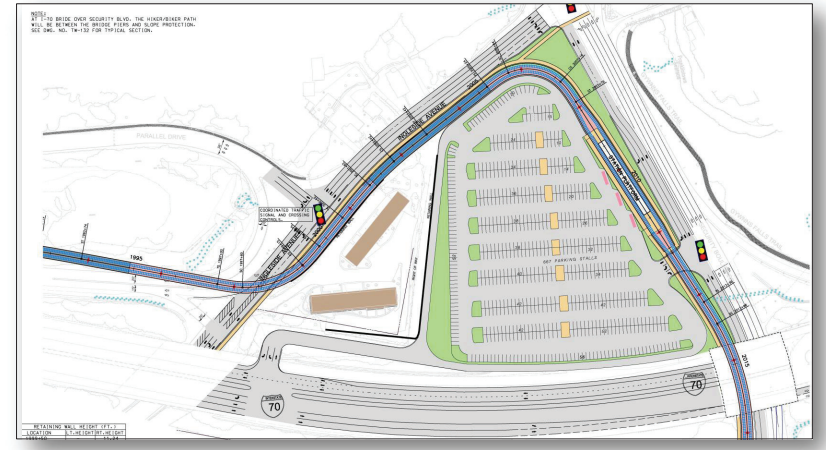


**I-70 Alignment Community Meeting  
February 6, 2012**

15



## Alternatives: Summer 2009 – Spring 2011



**I-70 Alignment Community Meeting  
February 6, 2012**

16



## Chronology of Development of Red Line Alternatives in the I-70 Area

- August 2009
  - Red Line Locally Preferred Alternative (LPA) selected
- Summer 2009 – Spring 2011
  - Various alternatives considered
- Summer / Fall 2011
  - Current alternative identified and refined

I-70 Alignment Community Meeting  
February 6, 2012

17



## Current Alternative



I-70 Alignment Community Meeting  
February 6, 2012

18






## Ultimate Alternative




I-70 Alignment Community Meeting  
February 6, 2012

19



## Current Alternative



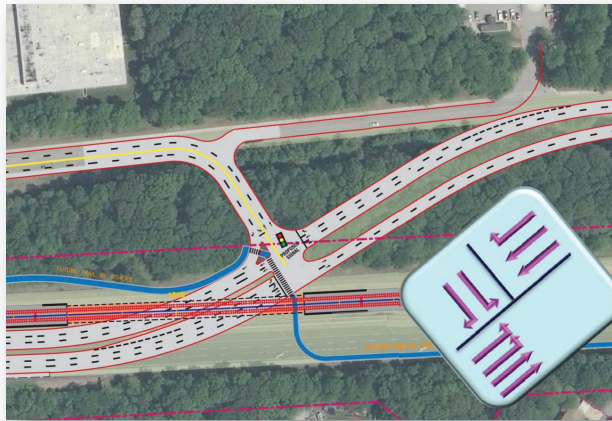
I-70 Alignment Community Meeting  
February 6, 2012

20

## Current Alternative



### I-70 at Parallel:



- Two through lanes on WB Parallel and EB I-70
- Double left turn from I-70 to Parallel Drive
- Separate right turn lane on WB Parallel

I-70 Alignment Community Meeting  
February 6, 2012

21

## Current Alternative



I-70 Alignment Community Meeting  
February 6, 2012

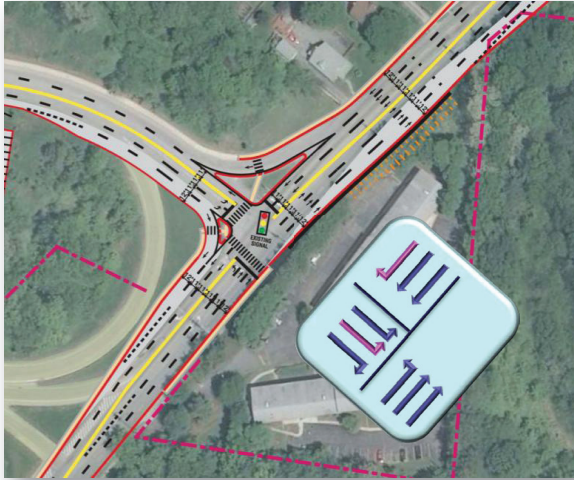
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## Current Alternative



### Ingleside at Parallel:



- Separate right turn lane on WB Ingleside
- Double left turn lane on SB Parallel
- Additional lanes on Ingleside Avenue between Parallel and Security Blvd., widening toward the Apartments

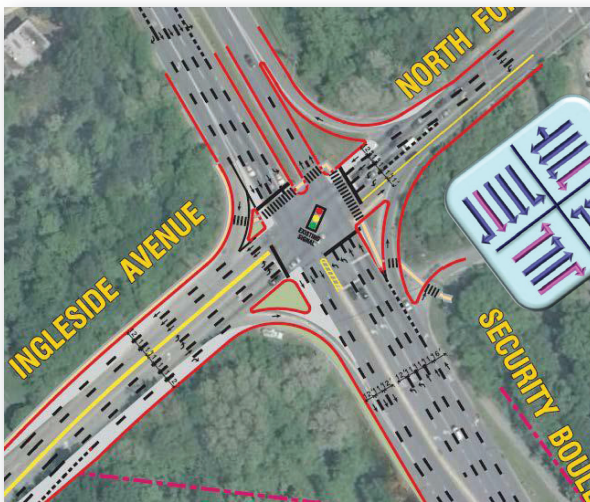
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February 6, 2012

23

## Current Alternative



### Ingleside at Security:



- Third through lane on SB Security
- Second left turn lane on WB N. Forest Park
- Second left turn lane and separate right turn lane on EB Ingleside

I-70 Alignment Community Meeting  
February 6, 2012

24

## Benefits / Rationale of Current Red Line Alternative



- **Environmental**
  - Minimizes impact to environmental features between I-70 and Parallel Drive
  - Working cooperatively with State Highway Administration (SHA) to meet State water quality requirements
- **Red Line**
  - Improves operations
  - Avoids at-grade crossing at Ingleside Avenue
  - Lower capital cost than previous options
- **Land Use Integration**
  - Provides transition from interstate to boulevard

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February 6, 2012

25

## Traffic – Cooks Lane / I-70



Existing



Current Alternative



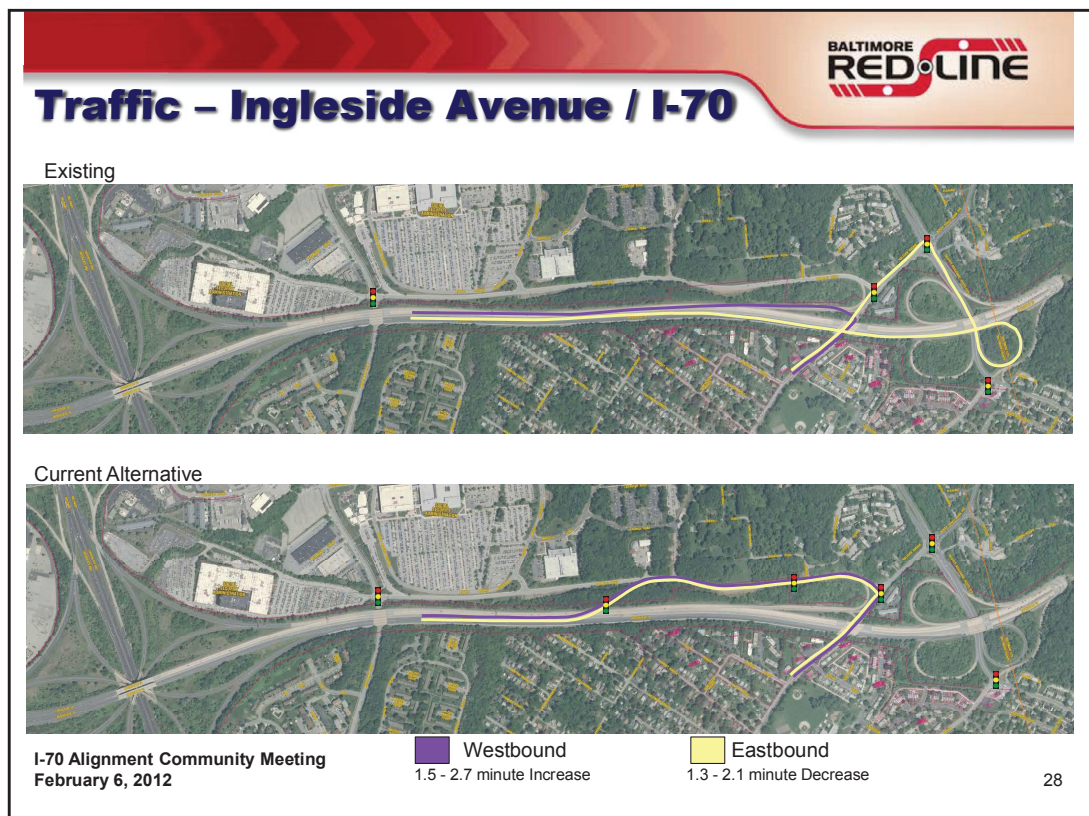
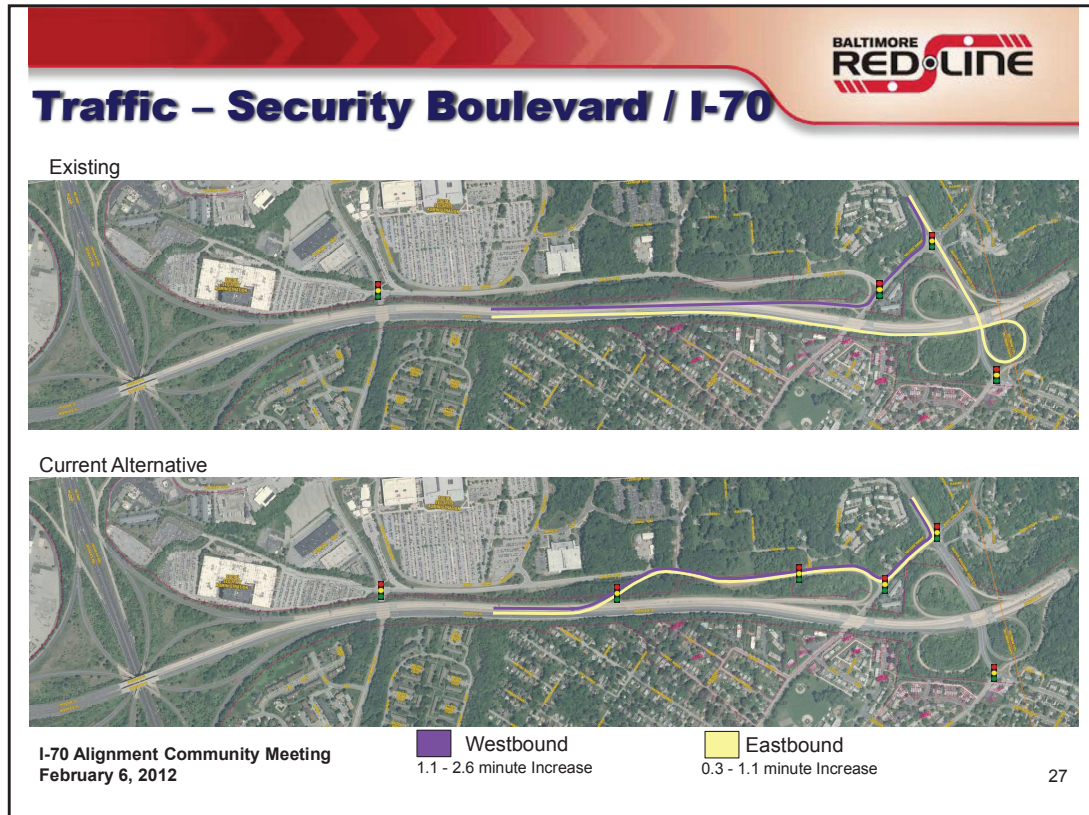
I-70 Alignment Community Meeting  
February 6, 2012

Westbound  
1.8 - 3.7 minute Increase

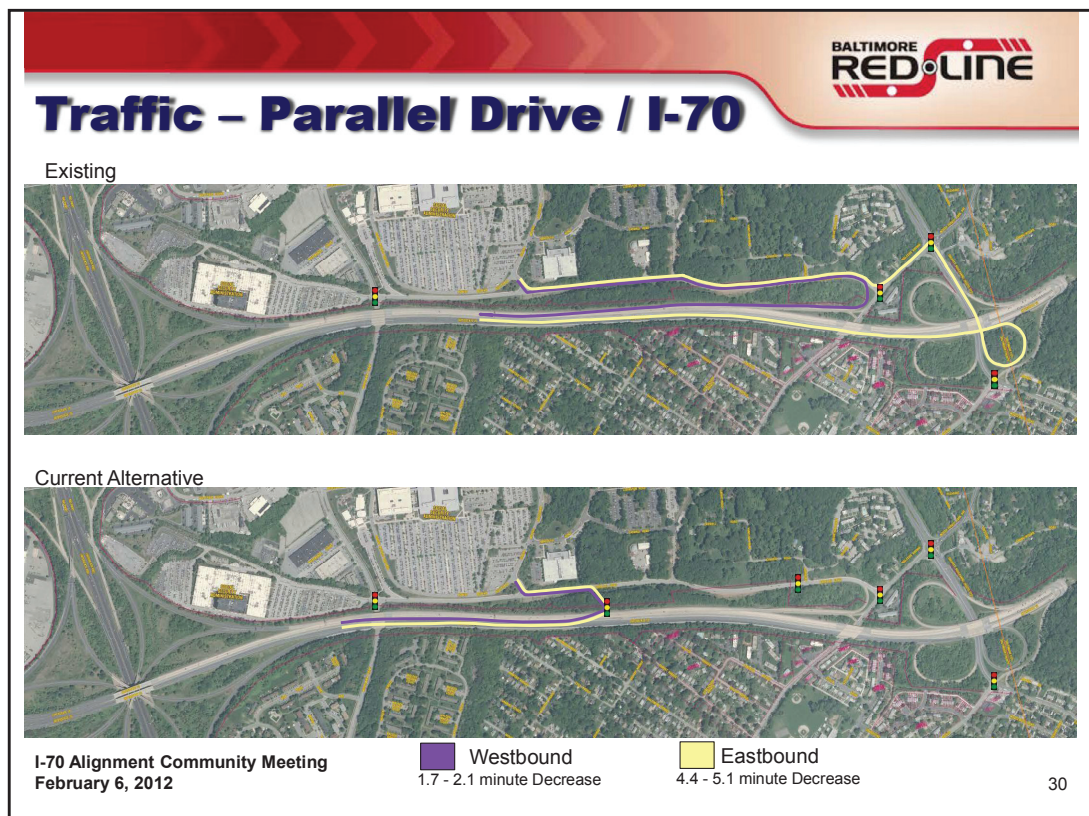
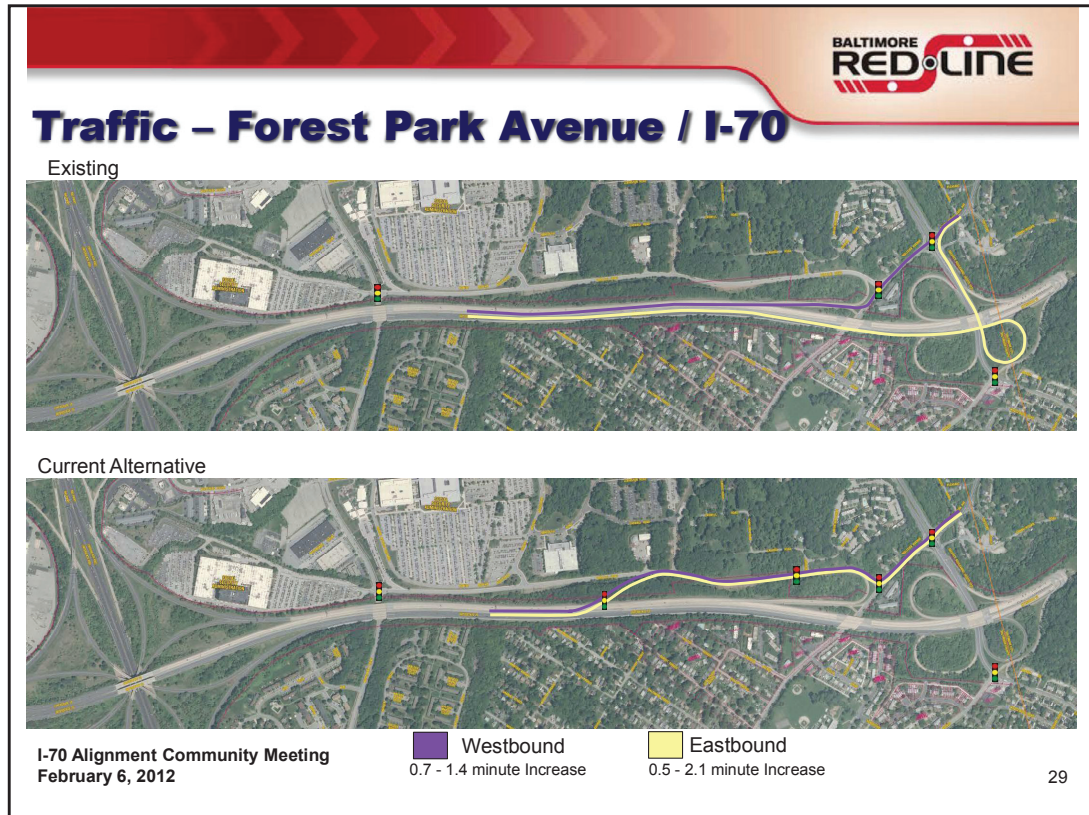
Eastbound  
0.8 - 1.8 minute Increase

26











## Traffic



- **Level of Service at Intersections**

- **Parallel Drive / Ingleside Avenue**
  - Level of Service “C” in 2030 with Red Line option
  - Level of Service “A-B” without Red Line
- **Ingleside Avenue / Security Boulevard**
  - Level of Service “D-E” in 2030 with Red Line
  - Level of Service “D-E” without Red Line
- **I-70 at Parallel Drive**
  - Level of Service “B-C” in 2030 with Red Line

I-70 Alignment Community Meeting  
February 6, 2012


31




## Open Discussion / Questions / Comments

I-70 Alignment Community Meeting  
February 6, 2012

32



Program Management Team  
100 South Charles Street  
Tower Ten, Suite 1020  
Baltimore, Maryland 21201



**SPECIAL PUBLIC MEETING**  
**I-70 PARK-AND-RIDE STATION**

**Special Meeting #2**

**Date:** February 6, 2012  
**Location:** St. William of York Catholic Church  
Cooks Lane and Route 40  
**Time:** 6:30 p.m.  
9:00 p.m.  
**Attendance:** 148 people signed in on the sign in sheets

**MEETING NOTES**

**Introduction**

- Welcome
- Meeting Format – A Presentation, Questions/Comments from the audience and Open House Tables with Information. The information at these tables shows the map of the alignment and traffic information. Staff is available to answer questions and take comments after the main presentation.
- There are comment cards available, which people can fill out and provide to staff.

**Presentation**

- The PowerPoint and meeting notes will be posted on the Red Line web site [www.BaltimoreRedLine.com](http://www.BaltimoreRedLine.com).
- Meeting purpose:
  - Provide up-to-date information for the Red Line in the I-70 area.
  - Answer questions and receive comments pertaining to the current alternative in the I-70 area.

**Community Questions/Comments**

- What does the level of service mean, B-C, D etc.?**  
The Transportation Engineer, answered – Think of the level of service being A-F similar to your school grades: A is the best and F is failing.
  - A free flow
  - B little delay
  - C a little more delay
  - D not free flowing, but functional
  - E is significant delay, congested, but the lowest functional designation.
  - F means you likely won't get through an intersection on one cycle of the traffic signal.

RL-80-04-054-00121-00-120206

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

For the 20 year projections you don't really want to have things worse than they are today. The Ingleside Avenue and Security Boulevard intersection is at D-E today; again the goal is not to make it any worse. The 20 year projections include the traffic that would increase over time (without the Red Line) and traffic changes due to the Red Line. The design for this intersection is proposed with more lanes so you can get more cars through the intersection during any one cycle of the signal. Improvements recommended at this intersection aim to keep at least the same level of service today.

- You have shown some improvements to Ingleside Avenue and Security Boulevard. Is there anything else that can be done to help?**  
The Traffic Engineer responded that there could be other things done, like add more lanes, but that has community impacts on properties. There is always a balance on accommodating the traffic and potential community impacts.
- Can you take away traffic signals so there are not so many places people have to stop?**  
The Traffic Engineers only put signals where they are needed to manage traffic.
- What is the possibility of a round-about at Security Boulevard and Ingleside Avenue, or have you looked at this option already?**  
The Traffic Engineers have not looked at this, because there is a lot more traffic in this intersection than can usually be carried in a round-about.
- Based on traffic – how are you going to get to the Security/Ingleside intersection to work? This intersection is already congested. If you take all the traffic from the existing I-70 loops (on and off ramps) and send it through this intersection, things will be even worse. The MTA really doesn't understand how increased traffic will work.**  
Currently, the Security/Ingleside intersection operates at a D-E level in the worst conditions (peak traffic times). This means it is not free flowing, but it is functional. More lanes will increase the intersection capacity. As for Forest Park, one needs to also consider what happens after the intersection. Forest Park Avenue has a capacity of a one lane road (each direction). This is a problem now. Some traffic doesn't get through the intersection because Forest Park has fewer lanes than Ingleside Avenue. The Red Line will not address this existing issue. The Red Line will help more traffic get onto Security Boulevard. It may be more appropriate to have the local jurisdiction look at this issue.
- The presentation only focused on Ingleside Avenue, what about the residents that are already here? We, the City residents in attendance, don't use that. This is all serving people outside, that are going to I-70, not the neighborhood.**  
The comments received at the December 12, 2011 meeting asked the Red Line team to explain plans for I-70 station area in a larger public meeting. Therefore, the Red Line team focused on the I-70 area and the alternate travel routes serving that area.

2

02/06/12

RL-80-04-054-00121-00-120206

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

- What are the changes to Cooks Lane?**  
There are no changes proposed for Cooks Lane. People from the neighborhood will still use Cooks Lane to get to Ingleside Avenue, Security Boulevard and Parallel Drive. The route from I-70 will be a boulevard. The light rail will also help reduce traffic. The Red Line is in a tunnel under Cooks Lane – not on Cooks Lane. Houses are not needed for the Red Line. State legislation also mandates that the Red Line cannot relocate people from their homes.
- Is there a possibility to decrease traffic on Cooks Lane?**  
The Red Line will accommodate riders, many of which now go down Cooks Lane. This proposal will not increase traffic on Cooks Lane.
- How do you intend to construct a tunnel under Cooks Lane without disrupting traffic?**  
The Cooks Lane tunnel itself is approximately 1 mile, and bored (two bores). There is no need, during construction, to have access to the surface of Cooks Lane. The boring will start from down near the I-70 area.
- Don't you need emergency fire and safety access at the tunnels in addition to the tunnel entrances; won't that disrupt Cooks Lane?**  
That one-mile length will have cross passages to get from one tunnel to the other (one tunnel will be constructed for each train direction). Every 800 feet there will be passages to allow for people to get from one tunnel to the other to allow for emergency egress. As for traffic maintenance during construction – the Red Line team is beginning to look at that now. There are no plans to close Cook's Lane during construction. The construction is basically underground, without things happening on the Cooks Lane surface.
- How do you get from the park-and-ride to the Beltway?**  
The existing park-and-ride lot will be discontinued and there will be a new park-and-ride lot along Parallel Drive. The presenter traced the routes on the maps as to how to access the new park-and-ride. There will be a signalized drive access from Parallel Drive to/from the park-and-ride. People will take Parallel Drive, the new boulevard which becomes I-70 and connects to I-695.
- When did the MTA do level of service studies? There is going to be a March 15, 2012 Baltimore County meeting about this area. The proposal is to rezone portions of this area to allow for development. Did the Red Line include that potential development in the traffic studies?**  
The traffic studies were done during the weekday peak travel hours to ensure that the current highest volumes were counted. The study then used regional growth estimates for 20 years as provided by the Baltimore Metropolitan Council (BMC). Added to the traffic studies and the BMC information is the Red Line's anticipated traffic. However, the estimates for growth and development do not include specific new development or rezoning on a parcel-by-parcel basis in the I-70 area.

3

02/06/12

RL-80-04-054-00121-00-120206

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

- At a previous SAAC (Station Area Advisory Committee) meeting one of the Red Line staff members used the word "decommissioning" to describe what is planned for I-70.**  
The Red Line has not proposed that I-70 be "decommissioned." The Red Line Team apologizes if that term was used by staff at a previous meeting. The plan is to change the design of I-70 and have it connect to Security Boulevard so that access to I-70 can be maintained. The Red Line team is coordinating with the SHA.
- There are a lot of community concerns about closing the existing park-and-ride. There was also a concern that the community now has easy access to I-695 south and north via I-70. It is quick. What is going to happen to this?**  
There will still be connections to get from the communities to I-70. People will still be able to make connections; you will be able to get I-695 north and south via I-70. Per the maps that were shown, some of the connection distances are shorter than they are now and some a little longer. Travel time changes were also made during the presentation.
- This individual lives in Ten Hills and does not believe this proposal benefits the residents of the City communities. He did not agree people in the community would benefit.**  
Comment noted.
- There is also concern that the developers in Baltimore County are not allowed to proceed unless traffic studies show there impact is a level C or better. How come this project can have level D-E?**  
The MTA is studying the traffic to see that the Red Line does not make situations like the intersection of Ingleside Avenue and Security Boulevard worse than they are today. There is not a requirement to improve an intersection to a better level of service than exists today.
- Why is the Red Line doing this, can't the loops/ramps be left alone?**  
MTA has coordinated with Baltimore County, Baltimore City and the State Highway Administration (SHA) on this configuration; with support. Benefits to the current plan were provided in the PowerPoint presentation.
- The PowerPoint was good demonstration on the proposed routing. Now traffic going to Forest Park and Cooks Lane will all be going through the Ingleside and Security intersection. Right now, traffic backs through this intersection from Forest Park Drive all the way from Windsor Mill Road and Security Boulevard. Often you cannot make a left in the queue to Forest Park because it blocks the turning traffic. More turning lanes (a double left), straight through lanes and a free right-turn will help so the Forest Park situation does not impact the other lanes. It will reduce the queue and allow more cars through the intersection. Forest Park after the intersection would not change. It would still be one lane.**

4

02/06/12

RL-80-04-054-00121-00-120206

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

19. **Has any consideration been given to retaining one east bound lane on I-70 to take traffic all the way to Cooks Lane?**  
Not to date.
20. **The only entity that benefits is Social Security. The purpose of the Red Line is to benefit the MTA, not the communities.**  
The MTA is building the Red Line because many citizens, businesses, and elected officials feel this is a benefit for the entire region. There are 57,000 people projected to ride the Red Line. They would be getting to jobs, schools, hospitals etc. This is a significant public benefit.
21. **This individual went to Boston, lived there for three years and never had a car. The landlady was so happy that she was near the "T," she and her family did not need to own a car. We need a Red Line.**  
Comment noted.
22. **What is the travel time from the I-70 station to downtown? That is why you would use it.**  
People would use the Red Line for the short travel time, or not needing to pay parking, etc. Projected travel time from this station to downtown is about 19 minutes.
23. **This individual noted that they were part of the group that worked to stop I-70 from going through Leakin Park. The people said we need a rail. We get the benefit of this station. I would take the Red Line and my car would be off Cooks Lane that is the benefit.**  
Comment noted.
24. **This person has been a strong advocate for this line. We are making herculean efforts to make a second entry to Social Security. It will slow the west bound traffic through this Parallel Drive dramatically, in unintended ways. It will increase traffic along Parallel Drive. This is bad planning because it is myopic. This is improving access to Social Security at the expense of the community. It is not a choice between the light rail and no light rail, but a choice between how to do it.**  
Comment noted.
25. **Is this something we are going to do or is this something we can change? Can the community change things?**  
This is the current plan. The MTA has worked to balance between travel times, traffic, environmental and many other elements.

The MTA does look at options suggested by the community. An example people can relate to is – Cooks Lane originally had a lot of surface options and a tunnel option. The MTA made the decision to do the tunnel, listening to the community and looking at engineering, costs, and other technical issues.

5 02/06/12  
RL-80-04-054-00121-00-120206

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

26. **A member of the local SAAC at I-70 stated they looked at this based on global comments. It was not only helping Social Security and considered the neighborhood. Look at what we put up with, all the cars, today. The MTA is trying to get people out of their cars. The end of I-70 is an eyesore. Why don't we want to change? So many neighbors fought against I-70 continuing. Now what is left over from I-70 is an eyesore. If you think the roads are crowded today, don't change and don't do rail and you will really have increased traffic.**  
Comment noted.
27. **Others stated they were for the Red Line.**  
Comments noted.
28. **This person felt that it sounds like the traffic focus ends at Forest Park Avenue, Cooks Lane and Ingleside Avenue. The biggest log jam is Forest Park Avenue through Dickeyville. People cutting through from the southwest area over to Liberty Heights and Northern Parkway. Can't this project help widen Forest Park?**  
This is outside the scope of the Red Line project; however, there are City representatives here tonight. That is an existing problem, and the communities can relay this issue to the City. The Red Line can only pay for Red Line elements. This doesn't mean the City can't look at this.
29. **How many more people will be at the new Red Line park-and-ride station? It will pull traffic from a variety of directions. Most are likely to come from I-695 and I-70, but will also have other access points. When they flow out at 6 p.m., will they flow into the community?**  
Most of the traffic, when it comes out of the park-and-ride, will go out I-70. The Red Line knows this from ridership studies. There will be some traffic that goes towards the neighborhoods. These are most likely going to be neighborhood residents.
30. **Is this the end station on the line?**  
No, there are three more stations to the west: Social Security Administration, Security Square Mall and CMS.
31. **How many cars will the proposed lot hold?**  
About 800 spaces.
32. **The lot extends off to the left on the map. Why not make the parking more compact, put parking on the other side of Parallel Drive and/or move the roadway back?**  
The MTA is proposing to widen, not shift and reconstruct the whole Parallel Drive roadway. As for the parking, it is not desirable to have the pedestrians crossing the planned boulevard to get to the station.
33. **A representative from the 41<sup>st</sup> Legislative District reported that the State Delegation will be introducing two bills.**

6 02/06/12  
RL-80-04-054-00121-00-120206

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

- Delegates Rosenberg, Stukes, Oakes, Carter, Hammen and McHale are introducing legislation to make sure there is a community impact study for a 2.5 mile radius around the I-70 station. This would mean reaching out to more neighborhoods. While this station is in the County, they are also interested in having more Baltimore City participation.
- Delegate Carter proposed to introduce legislation so that the Red Line studies reducing I-70 and asking that the plan consider just reducing I-70.
34. **No one is against the Red Line, people are pro green. We don't want the Red Line to come at the expense of the neighborhoods in the Southwest Baltimore communities.**  
Comment noted.
35. **The President of the Hunting Ridge Community offered a number of comments. He stated the community, city and county should determine the future of an area. This station is almost entirely in Baltimore County. So the City residents don't have any input into what happens per zoning in Baltimore County. It could be a positive development. Everyone likes something like a Wegman's, but that could mean even more traffic signals. We are applying our everyday experience. We know the difference between an interstate and a boulevard. MTA has listened, and he has shown them a proposed idea/plan and the MTA is looking at it. The point made was the I-70 loops/ramps are here, why not leave them. The word proposal is used, but this is really a plan. Is the Red Line team patronizing us? The MTA is looking at this from a statistical analysis perspective. The community experiences the reality – you can't make a left off Parallel Drive it will be too congested. From his experience – he goes through this area all the time – the impact of taking away the invaluable opportunity to access I-70 directly will impact traffic as far south as Ingleside and Edmondson Avenues, and bottle neck traffic towards Gwynns Falls. Now there are a variety of ways, this plan takes options away. The delays will be longer. Just to get to little league from Edmondson Village to Forest Park – it takes a long time now. This is the plan at this time; not just a proposal. Secondly, the Red Line team is trying to communicate the facts, this requires statistical analysis. If you don't do analysis you are dealing with everyone's opinion.**
36. **The representative from the 41<sup>st</sup> Delegates office asked when the studies were done.**  
The studies and traffic counts were done on weekday peak hours, not on weekends.
37. **It seems to me that the suggestion of accessing Social Security traffic further out would relieve traffic at the intersection people are complaining about Ingleside Avenue and Security Boulevard. Not having the Social Security traffic use this intersection is a good idea.**  
This is true. The Social Security traffic that now goes to Ingleside to get to I-70 would no longer need to go through this intersection.
38. **Can we get a copy of the PowerPoint presentation?**

7 02/06/12  
RL-80-04-054-00121-00-120206

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

- It will be put on the Red Line web site [www.BaltimoreRedLine.com](http://www.BaltimoreRedLine.com).
39. **With the Red Line – there will be more security and safety issues if "bad apples" come into the community. What will be done about security and safety?**  
MTA has a police force. The Red Line team is mandated to do a safety and security management plan. This will involve talking with the City, County and State police. There will also be closed circuit cameras monitoring the site.
40. **Councilwoman Helen Holton stated that, the presenter says this is the plan as it is today. She encouraged more participation and community impact participation, including polling of people in this area. We are at a place where people are here and are giving their comments – what does it take to have people impact the plan?**  
Councilwoman Holton's comments were noted.
41. **Will the vehicle maintenance facility be in this area?**  
It will not be in this area.
42. **I am a Baltimore resident from San Francisco; the park-and-ride facility is too small. How did you arrive at 800 spaces?**  
The parking lot is sized by ridership forecasts. As the project proceeds if the lot has too many spaces, it will be made smaller, if there are not enough then the lot will be made larger.
43. **Where I-795 goes to Owning Mills, the rail alignment is in the median, why can't you put it in the I-70 median?**  
The idea is to reuse the paved area of I-70 not create new paved area.
44. **The traffic numbers that you indicated – are these for the final project (20 year build out) and what about during the construction period years? How will the construction inconvenience be addressed?**  
The traffic analysis is for 20 year time horizon. One of the advantages of this option is that there would be minimal construction impact. Much of the construction stays on I-70 and Cooks Lane construction is in a tunnel. The construction impact should be relatively low.
45. **Has there been some change in how long the Cooks Lane or other tunnels along the Red Line are going to be?**  
The tunnel in Cooks Lane is about the same and downtown is roughly the same. The area around the west end of the downtown tunnel is a bit longer and has been extended to the Poppleton Station and US 40.
46. **Can employment preferences be given to people in the neighborhoods? The community wants jobs.**  
The City is taking a proactive stance. The MTA is also supporting local people getting jobs.

8 02/06/12  
RL-80-04-054-00121-00-120206



Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

47. **The project needs to pick the local residents over outside the state people. Aren't most of the people working on this project from out of state?**  
The bulk of the people currently working on the project are local, not out-of-state. Some specialty professionals are from out-of-state.
48. **I live near Edmondson Avenue. I don't think it should be above the ground. The concern is for safety of the people, children and elderly. Enough danger with the cars. I am not against the Red Line; I want it to be underground. Please consider us.**  
Comment noted.
49. **When is the construction supposed to start and the rail be ready to ride?**  
The construction is estimated to begin about 2015 and the length of construction will vary depending upon where you are on the line. Tunnel areas will take longer than surface areas. The line is anticipated to open about 2021.
50. **Will there be a proposed increase in travel time for cars? Will this really work with all the new traffic signals? Won't people have to stop at multiple signals?**  
The travel time changes were presented in the PowerPoint. The Transportation Engineer noted that a signal cycle time for traffic signals is about 2 minutes. The signals will be coordinated - the goal is to time the signals so you get through the first green signal and then you get the other signals on the green, or you have a free right.
51. **Did I understand you that a final decision has not been made surface or underground along Edmondson Avenue? Is it possible to extend the Cooks Lane tunnel to beyond the Ingleside and Security intersection?**  
A plan is in place that has a tunnel under Cooks Lane and comes out on Edmondson Avenue. In this area, the Cooks Lane tunnel is to be about 1 mile. Extending the tunnel further west wouldn't change the traffic in the Ingleside/Security intersection because the rail alignment doesn't go through that intersection.
52. **An individual resident stated that he understands the traffic on Forest Park Avenue is a problem. It is a problem that has to be solved separately. It is however, a problem to go from multiple points of access to just one for I-70 access. Many of the cars that are on Cooks Lane now can use the Red Line park-and-ride; they are coming from Howard County, Baltimore County and Fredrick. This gets the traffic off of Cook Lane, etc. This is a benefit to all of us.**  
Comment noted.
53. **An I-70 SAAC member stated that - Briefly, the process we are talking about tonight is for the I-70 park-and-ride. People here tonight have said that there is not community input. The people on the SAAC committee are people from the community. They represent groups. They have been working for over a year. There are engineering constraints. It is not like this is just coming down from the MTA**

RL-80-04-054-00121-00-120206

9

02/06/12

Red Line Special SAAC Meeting  
Meeting Notes  
February 6, 2012

**offices. Go to your community association and find out who is sitting on your the SAAC for your association. This proposal was supported by the community members/leaders on the SAAC.**  
Comment noted.

The Red Line appreciates all of the comments provided tonight and for the community's participation. People were invited to go to tables where they could view the maps at a larger scale and talk to Traffic Engineers.

#### Information Table - Comments

There were three tables with information available for attendees to look at and staff to whom they could ask questions. There were two tables with the enlarged alignment and one table with the Traffic Engineering information. Most people asked information questions, which were answered by staff.

Comments included:

- Parking spaces in the park-and-ride lot should be compact to deter truck drivers from parking there.
- The neighboring communities should be polled, because a lot of people are unhappy with the revised proposed alignment.

RL-80-04-054-00121-00-120206

10

02/06/12

# **APPENDIX F**

## **Station Area Advisory Committee Materials**

### **Special Meetings for the I-70 Park-and-Ride Station**

**April 24, 2012**

## Agenda



- **6:30 – 6:45**      **Arrival / Open House format at briefing stations**
- **6:45 – 7:00**      **Chronology of Development of Alternatives in the I-70 Area**  
**Presentation of Two Current Red Line Alternatives in the I-70 Area**
- **7:00 – 7:45**      **Questions / comments from the audience**
- **7:45 – 8:00**      **Open House format: Opportunity for questions / comments at briefing stations**

I-70 Alignment Community Meeting  
April 24, 2012

1

## Purpose of Meeting



- **Summarize information presented at the February 6, 2012 Public Meeting**
- **Present New Alternative that resulted from February 6, 2012 Meeting**
- **Answer questions and receive comments pertaining to the two alternatives (February 6 Alternative and New Alternative) in the I-70 area**

I-70 Alignment Community Meeting  
April 24, 2012

2





## Chronology of Development of Red Line Alternatives in the I-70 Area

- **August 2009**
  - Red Line Locally Preferred Alternative (LPA) selected
- **Summer 2009 – Spring 2011**
  - Various alternatives considered
- **Summer / Fall 2011**
  - Alternative presented at February 6, 2012 meeting
- **March/April 2012**
  - New alternative developed in response to public input

I-70 Alignment Community Meeting  
April 24, 2012

3



## Alternative Presented at February 6, 2012 Meeting



I-70 Alignment Community Meeting  
April 24, 2012

4




## February 6 Alternative




I-70 Alignment Community Meeting  
April 24, 2012

5



## February 6 Alternative



I-70 Alignment Community Meeting  
April 24, 2012

6





## New Alternative



I-70 Alignment Community Meeting  
April 24, 2012

7




## New Alternative




I-70 Alignment Community Meeting  
April 24, 2012

8






## New Alternative




I-70 Alignment Community Meeting  
April 24, 2012

9



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I-70 Alignment Community Meeting  
April 24, 2012

10



## Traffic Impacts of New Alternative

- New I-70 “Boulevard” terminates at the intersection with Cooks Lane and Security Boulevard
- Intersection is reconfigured as a 4-legged intersection with Forest Park Avenue, Security Boulevard and Cooks Lane forming the other 3 legs
- Lane reduction on I-70 similar to existing conditions
- The flow of traffic on I-70 to Cooks Lane will be a through movement at the intersection. Traffic to/from Security Boulevard will be served with the right and left turn lanes
- The reconfigured intersection will operate at a Level of Service C (AM) and Level of Service D (PM) with less than a minute of delay per vehicle to travel through the intersection
- New alternative removes SSA traffic from Ingleside Avenue/Security Boulevard/Cooks Lane area with a direct connection from Parallel Drive to I-70
- Alternative does not change/impact intersection of Ingleside Avenue/Security Boulevard/Forest Park Avenue other than removal of SSA traffic from the intersection

I-70 Alignment Community Meeting  
April 24, 2012

11



## Comparison of Two Alternatives – February 6 Alternative and New Alternative

- **Capital Costs**
  - Costs of the two alternatives are essentially equal for the Red Line and roadway improvements needed
- **Red Line Transit Operations**
  - Light Rail operations is similar under each alternative and provides efficient transit service
- **Land Use Integration**
  - Potential for open space and/or new development is similar under each alternative
- **Environmental**
  - Each alternative provides the potential for water quality improvements due to removal of existing paved areas

I-70 Alignment Community Meeting  
April 24, 2012

12



## **Comparison of Two Alternatives – February 6 Alternative and New Alternative**

### **● Traffic**

- New Alternative provides more direct connection to I-70 from Cooks Lane than February 6 Alternative
- New Alternative provides two connections to I-70, one via Parallel Drive and one via new intersection at Cooks Lane/Security Boulevard
- Travel Times to/from I-70 are very similar from Security Blvd, Ingleside Ave, Forest Park Ave and Parallel Drive
- Travel Times to/from I-70 from Cooks Lane are shorter with the New Alternative as compared to the February 6 Alternative

I-70 Alignment Community Meeting  
April 24, 2012



13



## **Open Discussion / Questions / Comments**

I-70 Alignment Community Meeting  
April 24, 2012

14

Program Management Team  
100 South Charles Street  
Tower Ten, Suite 1020  
Baltimore, Maryland 21201

### SPECIAL PUBLIC MEETING

#### I-70 PARK-AND-RIDE STATION

##### Special Meeting #3

Date: April 24, 2012  
Location: St. William of York Church  
600 Cooks Lane  
Start Time: 6:30 p.m.  
Adjourn: 8:30 p.m.

Attendance: 39 people signed in the on the sign in sheet.

#### MEETING NOTES

##### Introduction

- Welcome
- Meeting Format – A Presentation, Questions/Comments from the audience and Open House Tables with Information. The information at the tables show the alignments. Staff is available to answer questions and take comments after the main presentation.
- There are comment cards available, which people can fill out and provide to staff.

##### Presentation

- The PowerPoint and meeting notes will be posted on the Red Line website [www.BaltimoreRedLine.com](http://www.BaltimoreRedLine.com).
- Meeting Purpose:
  - Provide information on an alternative alignment for the I-70 segment (I-695 to Cooks Lane Tunnel).
  - Answer questions and receive comments pertaining to the alternative.

##### Questions and Comments

- Will I have a longer ride to work and more traffic signals? I come from Edmondson Avenue to SSA.**
  - Your drive to work under the February 6, 2012 alternative would be almost identical to your current drive. The only differences are that there would be a new traffic signal at the park and ride and Parallel Drive coming from Ingleside Avenue will curve and connect to I-70. There would be a right turn to go back to Parallel Drive to SSA.
  - Under the optional alternative shown tonight, your path to work would be identical today and there would be the new traffic signal.
- At the new intersection of Cooks Lane, Security Boulevard and Forest Park Avenue at the end of I-70, the proposed alternative shows you will have to make a right turn instead of going straight from Cooks Lane to Security Boulevard. This is a concern.**

RL-80-04-054-00377-00-120424

Red Line I-70 Special Meeting #3  
Meeting Notes  
April 24, 2012

- When the I-70 leg was added to this intersection, the intersection was realigned as a more traditional four-way intersection for safety reasons. The Red Line team is looking at the possibility of a free right from Cooks Lane to Security Boulevard.
- An MTA representative added another perspective. Currently, with the signal at the Security/Cooks/Forest Park intersection, people traveling from Cooks Lane to Security Boulevard can get a red signal and have to stop, even if they are going straight. The free right turn avoids the stop and will be designed for people to slow down to make a turn.

- Christopher Williams from Hunting Ridge, representing Delegate Carter, congratulated the MTA for working with the community and favorably addressing the community comments and looks forward to continuing working together.**  
Comment noted.
- Can you show us where the Shell Station is located?**  
The presenter pointed out the Shell Station at Cooks Lane and Forest Park Drive and other unspecified elements on the map.
- Will the park-and-ride be accessible to the Gwynns Falls Trail.**  
The Red Line team and the County are looking at a way to have a bike route from the park-and-ride to the trail. Much of the pavement from the I-70 ramps will go away.

It was noted that there is a concern about families and others needing a safe and more direct route from parking to the trailhead and that the current arrangement is better than this latest proposal.

- At certain intersections, especially at Cooks Lane and Security Boulevard, has the Red Line considered using traffic circles?**  
The transportation engineers studied a two lane round-about for the Cooks/Security-Forest Park and I-70 intersection. The analysis showed there would be failing movements, which neither the County nor SHA will approve.
- Parks and People and the Trail Council are concerned about where people will park and connect with their bikes to the Bike Trail for the Gwynns Falls.**  
The Red Line team will meeting the City and County bicycle coordinators to discuss the optimal location for the path to the bike trail.
- How will the traffic move during construction while you are making all the changes?**
  - For Cooks Lane itself, all the work will be in a tunnel and done underground, it will not disturb traffic.
  - Construction of the intersection will be done in a sequence to make sure traffic movements continue to be allowed. The Transportation Engineer also noted that the most of the new intersection is beyond the limits of existing roads, making traffic control during construction much easier.

2

RL-80-04-054-00377-00-120424 04/24/12

Red Line I-70 Special Meeting #3  
Meeting Notes  
April 24, 2012

- Why didn't the Red Line consider taking the train alignment coming behind the Edmondson Village Shopping Center and down through Leakin Park; not going through the community.**
  - Federal law says you cannot take parkland or impact parkland unless there are no reasonable and prudent alternatives.
  - The Cooks Lane tunnel is about one mile long; an alignment through the park would be much longer and connect to the line back to Edmondson Avenue could have neighborhood impacts.
  - The process for deciding the Red Line alignment involved an extensive public process; this Cooks Lane Tunnel decision was made in 2009.
- An attendee noted that there are people that fought I-70 to keep it out of Leakin Park. These people would oppose the Red Line going in the park.**  
Comment noted.
- Won't you disturb Cooks Lane when you have to do utilities?**  
The project team is actively working with all major utilities in the corridor. There will need to be utility accommodations/relocations etc.
- What new development do you have planned for this area?**
  - MTA does not make decisions about land use; that is the responsibility of the local jurisdictions.
  - The two alternatives shown allow for green space and/or development under both alternatives.
  - For SHA, who is responsible for I-70, removing pavement creates benefits for water quality.
- A community member stated that he thinks the excess land at the I-70/Security Boulevard interchange will become a juvenile correctional facility and that Ingleside Avenue will be cut off.**
  - The Red Line team is not aware of any plans or discussions regarding such a facility on this site.
- A member of the Hunting Ridge Community Assembly, Traffic Safety Advisory Task Force, and Edmondson Avenue SAAC noted that when he was young he rode his bike. Now people that go to and from the shops on Security Boulevard from the neighborhoods need to use Cooks Lane. He supports and asks others to support the new south side access alternatives. He is in favor.**  
  
The community has also asked the City to post Cooks Lane at 30 MPH in each direction. There are truck restrictions on Cooks Lane, which are in the City, but not in the County. The community continues to work on this.  
Comments noted.

3

RL-80-04-054-00377-00-120424 04/24/12

Red Line I-70 Special Meeting #3  
Meeting Notes  
April 24, 2012

- The former president of Hunting Ridge, also supports the south side alternatives and many other neighbors do as well.**  
Comment noted.
- How has information been provided on this alternative?**
  - This is the third general public meeting for the Red Line I-70 alignment.
  - The Red Line team has also attended community meetings in Ten Hills, Greater West Hills, Franklinton, Allendale (via SAAC meeting #8), Dickeyville, Edmondson Village, Hunting Ridge, Edmondson Heights, West Catonsville Manor, East Catonsville Manor, Westlester, West Edmondale, Ingleside/Edmondson Park and the Security Woodlawn Business Association to present the alternative.

Also, if you are shy or want to make comments there are comment cards in back.

- A representative from the Ten Hills neighborhood and the I-70 SAAC, stated that 30 people attended the Ten Hills meeting and only one member favored the old alternate.**  
Comment noted.
- A resident of the Franklinton neighborhood stated that most of the residents of his neighborhood are in favor.**  
Comment noted.
- The president of Greater West Hills Community Association and an I-70 SAAC member, stated that people were asked to fill out comment cards at their last community meeting.**  
  
He prefers the Parallel Drive option because he believes it will make access to I-70 via Route 40 a more feasible option, taking some traffic off of Cooks Lane; because the south side option will attract a lot of traffic to Cooks Lane, which is just two lanes (one in each direction). He is not sure about the traffic at the new intersection of Cooks/Social Security/I-70/Forest Park.  
  
This community has also called to ask the County to put up the no trucks sign in the County.  
Comments noted.
- "There are huge amounts of traffic everywhere," (attendee who lives on Franklinton Road). Maybe some of the traffic that uses these arteries will use the Red Line.**  
Comment noted.
- Another attendee stated support for the new alternative supports the idea that there should be serious consideration to a traffic circle at Cooks Lane/Forest Park/ Security/ I-70. Most light rail does offer an alternative that can relieve traffic, but a community**

4

RL-80-04-054-00377-00-120424 04/24/12



Red Line I-70 Special Meeting #3  
Meeting Notes  
April 24, 2012

**grows and you can't stop it. Transit should be used to concentrate smart growth. This plan does not seem to consider transit oriented development.**

The Red Line has been working with Station Area Advisory Committees (SAACs) and each of the 17 SAACs has done a Vision Plan. Those plans looked at where things can change and provide development opportunities and where things should stay the same. The Vision Plans are on the Red Line web site.

#### Red Line Open House Information

In June, there will be four Open Houses for the public to see information on the entire Red Line, the West Baltimore MARC station improvements and the proposed Bayview MARC station. Information for SAACs for each of the areas will also be shown.

The Open House Meetings are scheduled as follows:

- Open House – FEIS Information & Stations CMS to I-70 Park-and-Ride  
Tuesday, June 12, 2012 5:30 – 8:30 p.m.  
Woodlawn High School  
1801 Woodlawn Drive  
Baltimore MD 21202
- Open House – FEIS Information and Stations Edmondson Village to Poppleton  
Saturday, June 16, 2012 9:00 a.m. until noon  
Lockerman Bundy Elementary School  
301 North Pulaski Street  
Baltimore MD 21223
- Open House – FEIS & Stations Howard Street/University Center to Fells Point  
Wednesday, June 6, 2012 11:00 a.m. – 2:00 p.m. and 4:00 p.m. – 7:00 p.m.  
UMB SMC Campus Center  
Ballroom A & B  
621 West Lombard Street  
Baltimore MD 21201
- Open House – FEIS & Stations Canton – Bayview MARC  
Saturday, June 9, 2012 9:00 a.m. until noon  
Hampstead Hill Elementary/Middle School  
500 South Linwood Avenue  
Baltimore MD 21224

#### Comment Cards

The following comments were received on comment cards at this meeting. Individuals' names are not listed. The comments are numbered for reference purposes and do not indicate any order of priority.

RL-80-04-054-00377-00-120424

5

04/24/12

Red Line I-70 Special Meeting #3  
Meeting Notes  
April 24, 2012

1. Greater West Hills Community Association member: I would like to thank the MTA for their consideration on the second alternative. It appears this will move congestion on Cooks Lane. The second alternative does not help residents get relief from traffic. It appears that option two for I-70 will be selected. I believe the community of West Hills will adjust to the traffic patterns. Thank you and I wish the MTA the best of success.
2. Attendee: Strongly support the alternative.
3. Hunting Ridge Community member: Strongly support the southern alternative; Hunting Ridge Community strongly supports the second alternative.
4. Attendee: I am in favor of the I-70 south side option.
5. Edmondson Village Community Association member: I appreciate the alternative plan. Thank you for addressing our concerns.
6. Attendee: I prefer the second alternative; keep the park-and-ride.
7. Attendee: I appreciate there being consideration from the Red Line team from the community members. I encourage you all to continue with design plans since the ones who strongly oppose what you are doing will not even be living once this project is complete.
8. Ten Hills Community member: I strongly favor the new alternative, but recommend that a traffic circle be considered for the Forest Park Avenue/Cooks Lane/Security Boulevard intersection. Circle could be bypassed by I-70/Cooks Lane. I see no reason to eliminate the parking at the eastern end of I-70. It is used not only for the users of the trail, but by other daily parkers. At least leave it for a couple of years to evaluate usage as well as whether the new lot is large enough. I urge that the new parking be of the water absorbing type.
9. I-70 Park-and-Ride SAAC member and Ten Hills Community member: The Ten Hills community met the last week of March. Both I-70 options were presented and maps were displayed. Only one person of 31 association members stated a preference for the Parallel Drive Option. All others preferred the Southern Option. A small parking lot is needed adjacent to Security Boulevard (east side) for access to the Gwynns Falls Trailhead. Suggest area be no wider than existing I-70 pavement and no deeper than needed to park two rows of vehicles.

RL-80-04-054-00377-00-120424

6

04/24/12